

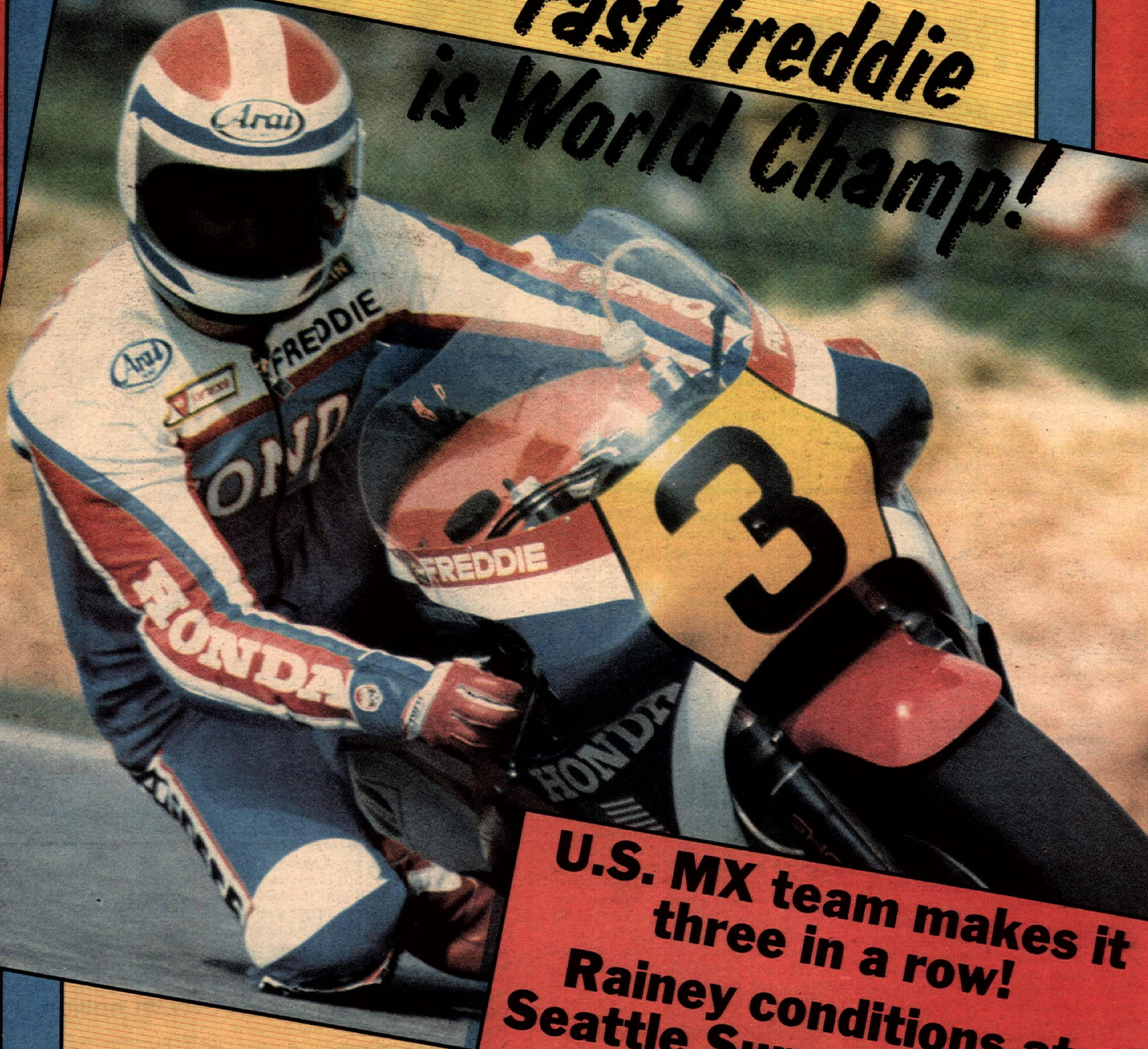
CYCLE NEWS[®]

WEST

Volume XX : Number 36 : September 21, 1983

\$1.00

*Fast Freddie
is World Champ!*



**U.S. MX team makes it
three in a row!
Rainey conditions at
Seattle Superbike round
Syracuse Mile to Filice**

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

THE LATEST POOP

BY PAPA WEALEY

Americans romp in Trophee des Nations MX

POVAZSKA BYSTRICA, CZECHOSLOVAKIA, SEPT. 11

Led by Yamaha's Broc Glover, the American team won the Trophee des Nations for the third year in a row. Glover won the event's opening moto and finished third in the second moto to lead the team to victory over Belgium, 18-52. Suzuki's Mark Barnett finished third in the opening moto behind Glover and Belgium's Georges Jobe (Suz). Honda's David Bailey and Kawasaki's Jeff Ward scored points for the American team with seventh- and eighth-place finishes, respectively.

Belgium's Eric Geboers won the second moto, but Ward, Glover, Barnett and Bailey finished 2-3-4-5 to secure the team's victory in the World Championship team event.

West Germany finished third with 71 points.

Husqvarna's Mike Melton clinched the AMA National championship Enduro Series title with an overall win in the September 11 Black Coal National in Lynnvile, Indiana. John Martin (C-A) placed second, four points off Melton's winning score of 20. Defending champion Terry Cunningham (Hus) took third with 27 points lost. Two rounds remain.

Freddie Spencer (Hon), crowned the 500cc road racing World Champion on September 4, flew to Japan the day after the event to participate in that country's September 11 Japanese GP at Suzuka. Spencer easily took the victory in the non-championship event.

Gary Scott, with a broken bone in his right forearm suffered in his crash during the September 11 Syracuse Mile National, may be out of action for the rest of the season. "I'm having a bone specialist look at my arm and we'll know more after that," said former Grand National Champion Scott at presstime. "I got sucked into turn three by the draft when Farris passed me on the inside and then Boody, almost immediately, went past on the outside and quickly cut down on the groove. I was going too fast and couldn't get slowed down before going off the groove. I hit the haybales pretty hard and I'm really glad they were there. I'm bruised and sore from my hip to my shoulder along the right side, plus I have a bruised kidney."

Tex Peel, tuner/sponsor for defending Camel Pro Series Champion Ricky Graham, sustained a concussion and an injured shoulder in a pit accident right after Gary Scott's crash at Syracuse. Peel

and team member Kenny Tolbert were rushing back to the pit area on a minibike to set up a rear-tire change on Graham's bike when Rob Crabbe, who was jogging back to the pits, ran into the front wheel of the bike and everyone fell down. Tolbert and Crabbe were bruised and shaken while Peel was unconscious for a short time.

After a long three-day weekend of racing at the 16th annual Mammoth Mountain Motocross, it was the factory stars bagging the Pro wins. Honda's Danny "Magoo" Chandler coped the win in the Open ranks while Yamaha's Ron Lechien, who led for most of the race, captured second. John Whelchel took third followed by Tim Locey. At the end of the second day it was Honda's Johnny O'Mara taking the 125cc laurels with Lechien again second, this time over Brian Myerscough. Lechien finally climbed to the top rung of the ladder on the third day when he took the 250cc win over O'Mara. Jeff Hicks was third in that one. Complete coverage next week.

Ken Clark, the head of Yamaha's racing department, confirmed the rumor that there will be no Yamaha works motocrossers during the 1984 season. Instead, all the Yamaha factory riders will compete on slightly modified production bikes.

For 1984, rumor has it that Suzuki will introduce a completely revamped RM125 motocrosser. The RM250 is expected to be about 90% changed, but in contrast, the RM500 should bear only slight changes.

Former 500cc World Motocross Champ Graham Noyce, who was reported to be talking with Cagiva



Steve Baker, America's first World Road Racing Champion, made a recent exhibition appearance at Hannegan Speedway in Bellingham, Washington. Baker, who has been retired from competition for five years, rode several laps on the TZ750 flat tracker built by former Yamaha Motor Canada tuner bob Work. We believe it is the only existing TZ750 dirt tracker. Photo by Vic Ebutt.

earlier, is now rumored to be talking seriously with KTM about an '84 GP ride.

Honda's Darrell Shultz made his U.S. debut at the Mammoth Mountain Motocross after being laid off for a year because of knee injuries. How did Darrell do? Darrell crashed. In his first qualifier Shultz was running second before he went down. He DNF the qualifier, but came back to win the consolation and transfer to the final. Shultz was running well in the final before the crash syndrome hit again and he recorded another DNF.

IN MEMORIAM: Bob Rustan, 70, the founder of Rustan Yamaha, died as a result of a pulmonary aneurism on September 8. Rustan, who was active in the motorcycle industry from 1952-80, is survived by his wife Nan, sons Robert and Robin, daughter Rae and three grandchildren. Notes of condolence can be sent to the family in care of Rustan Yamaha, 8112 Bolsa, Midway City, CA 92655. Godspeed, Bob . . .

September 17-18 will be a busy weekend for motorsports enthusiasts in California. In the southern half of the state there's the Budweiser Kerker 100 Superbike Pro-Am at Willow Springs in Rosamond. Along with

all the racing action, there will be a raffle for prizes, with the proceeds going to the Pro Rider Benefit Fund. The first 300 riders with Kerker pipes on their bikes will receive Kerker T-shirts. And the final event — actually the Thursday before the race — will be a pageant to select the trophy girl. The contest will be held at the Essex House in Lancaster, beginning at 7 p.m., and girls over 21 are invited to compete for the \$200 first prize. The contest will comprise two segments, street clothes and bikinis.

The second big event of the September 17-18 weekend is the San Jose Mile, sponsored this year by Kenny Roberts' Yamaha Country. It's the penultimate mile of the year, and if typical of a San Jose Mile, should be a barn-burner. Discount tickets are available at KR's San Jose shop. For info on the event, call 408/438-3210.

AMA District 37 is forming a trail riding division for riders who are interested in non-speed events. Any club, pseudo club, or individual wishing to help get the ball rolling or just add their two cents' worth are invited to the planning meeting at 7:30 p.m. on September 15. The meeting will be at the Department of Water and Power cafeteria, 111 North Hope Street in downtown Los Angeles.

Kawasaki will be helping the two

Green-clad riders who qualified for the October 3-8 ISDE in Wales. When Fritz Kadlec and Jeff Frette report for duty across the pond, they'll be greeted by two brand-new KDX250A1s still in their boxes. Kawasaki Motor Corp. here bought the two bikes from the Kawasaki folks over there.

Speaking of things green, Russ Stjernstrom was named to succeed Dave Jordan as manager of Kawasaki Team Green. A Kawasaki employee the last three and a half years, Stjernstrom was the Team Green race coordinator the past six months.

The Check Chase will run its annual route from Johnson Valley to Parker, Arizona, on Saturday, October 8. The course covers 235 miles, and those who survive will want to attend the trophy presentation on October 9. The entry blank will run in next week's *Cycle News*, we're told.

Wrangler gave out cash awards for the top mechanics in the 1983 Wrangler Super Series. Cliff White, who turned the wrenches for Wrangler Super Series Champ David Bailey, received \$1000 from Wrangler for his efforts. Mark Barnett's tuner Jeff Clark received \$800. Other cash awards ranging from \$600 to \$200 went to Jon Rosenstiel, Mike McAndrews and Jim Felt. The trio make Broc Glover, Jeff Ward and Johnny O'Mara, respectively, look good out on the track.

To further clarify a clarification on a recent product evaluation of a riding school, Darleen Bailey spelled out the price for one- and two-day Gary Bailey Motocross Schools. They are \$30 for the former, \$65 for the latter. Also, says Darleen, the long training camp schools are four days in length, not a week.

Lots of drag race action was on tap at the September 11-12 Epping, New Hampshire, NMRA drags. First there was the re-running of the rained-out May National, and then the NMRA Regional scheduled for this particular weekend. The Top Fuel National had already been decided and no Funny Bikes were present, but in the Pro Stock class Suzuki rider Bob Carpenter stretched his points lead with a defeat of "Pizza John" Mafaro (Suz). Rick Stetson (Suz) had his 11-straight win streak snapped in Pro Comp as he was upset by Bob Spina on Sonny Michaelowski's Harley-Davidson. In the regional, Frank Giordano and his KZ750 Kawasaki set and backed up an all-time 9.92-second ET record in Super Modified.

There is a fund being set up to help support the wife and child of the late Mark Jones, the popular road racer who was killed in the tragic crash at Brainerd. Donations to the fund may be sent to Dave Shepard at the Citizen's Bank, 75th & Quivara, Shawnee, KS 66216.

There will be a meeting of the Ocotillo Wells State Vehicular Recreation Area on Wednesday, September 14. The meeting, which begins at 7:30 p.m., will be held at Wales Park, 1153 East Madison, El Cajon, California. We know this is short notice, but it's all that the State Department of Parks and Recreation gave us and Jim Livermore, head of the California Off-Highway Vehicle Recreation Commission.

HosPital STOP: Husky Support rider Larry Coleman was injured while practicing at Marysville, California. Coleman, who had just

come back from a broken ankle suffered at Hangtown, suffered torn and stretched ligaments in this latest incident. His brother Lance says he should be ready to make another comeback attempt in eight to 10 weeks.

Brad Lackey, who just a few weeks ago became former World Motocross Champion Brad Lackey, has produced a video tape on motocross training. The tape is narrated by Brad and his trainer Dean Miller, and contains GP footage along with all the good stuff about getting and staying in shape. It's available for \$49.95 in either VHS or Beta format. For orders or info, contact Badco, P.O. 21625, Concord, CA 94521.

Krauser, the motorcycle luggage maker, has concluded a three-way corporate stock deal to upgrade their U.S. involvement. Currently headquartered in Seattle, Krauser will soon be working out of Chicago. In order to reduce operating costs, Krauser USA and the Le Mans Corporation have signed an agreement to use Le Mans' Chicago headquarters. Krauser USA head Robert Gregg says that Krauser will remain an autonomous firm, and that the agreement simply allows Krauser to reduce its operating cost while allowing Le Mans to share in the company's profits.

According to a report in *The Wall Street Journal*, datelined Tokyo, Honda has cut motorcycle sales targets for the fiscal year ending next January 29 due to slack consumer demand. Honda's overall motorcycle sales targets for the year were cut 19.5% to 3.1 million units from nearly 3.9 million units under an initial projection made in April. The biggest cut applies to Honda's home market, Japan, where sales targets have been slashed by 30% to nearly 1.2 million units from 2.2 million units. Export targets were lowered to about two million units from 2.2 million, a cut of 11%.

The widow of Zach Reynolds, the multi-millionaire heir to the R.J. Reynolds Tobacco Company fortune who was killed in an airplane accident, has contracted an auctioneer to sell his unusual collection of motorcycles. Reynolds and his collection were featured in the April 1974 issue of *Cycle* magazine. According to the auctioneer, Pierce Auction Service of Winston-Salem, North Carolina, the auction will be held in late March or early April of 1984.

Meeting in Portland, Oregon, on August 22, the board of trustees of the American Motorcyclist Association (AMA) voted to raise membership dues from \$15 to \$20. According to Paul Schlegel, the Northeast Region trustee, "Although membership is up a few hundred members over last year, it has not been enough to offset the inflation of the last five years. Even though I voted against the raise (as did Dal Smilie, the Northwest Region trustee), I am supporting it because I'm sure the money is being spent prudently and in the best interest of the members." There will be no increase for present members renewing in 1984. Present members will have the opportunity to renew at the present rate if they do so before a date to be announced. However, new members in 1984 and renewals in 1985 will be \$20.

The trustees studied the association's financial projections for the remainder of the 1983 fiscal year and approved a budget for 1984. Though revenue is down approxi-

mately 3 percent due to the slow economy within the motorcycle industry, the AMA should have an operating reserve of about \$100,000 at the close of its fiscal year on September 30. The trustees approved a \$3.6 million budget for 1984.

We were glad to hear that Kirk Ochwat, who was seriously injured in an AFM Willow Springs road race in July, was out spectating at the AFM's latest Riverside round on September 11. Ochwat, who doesn't remember the crash, says, "A pit bike suits me fine now," and he plans to sell his the rest of his racing gear.

THE NATIONAL PAPERS

The "California Countdown" begins on Sunday, September 18, and ends the following Saturday night. The San Jose Mile and the Ascot Half Mile are the last two Camel Pro Series races on the west coast. Although two events follow them in the schedule, it is likely that this year's run for the AMA Grand National Championship will be decided in California.

The title has been decided at Ascot, the last event of the season for so many years, in four of the last five seasons. Points gained or lost at San Jose have greatly influenced the outcome of events in the traditional do-or-die clash in the final race.

Four riders are in contention for the Camel Pro Series crown and coveted number one plate, and all are gifted milers and half milers: Randy Goss, Jay Springsteen, Ricky Graham and Bubba Shobert. All except Shobert have taken the Grand National Championship before.

San Jose: Graham won his first and only California National here last May, beating Springsteen at the finish line after the lead had changed 39 times! Graham, the current number one plate holder, has a fantastic San Jose record. The last three times he has appeared at the Santa Clara County Fairgrounds oval, he has recorded a win and two runner-up placings. The only Californian in this year's title fight, Graham has five mile wins to his credit.

Randy Goss will come into San Jose as the points leader. "Mr. Consistent" has been just that this year, although he has only won two events. Goss won the San Jose Mile in September 1980, and took the championship a week later at Ascot. History can and does repeat itself. Goss won the Indy Mile by inches last month, but was a distant sixth at San Jose last May.

What can one say about Jay Springsteen? He will be favored to win on the 18th and has won San Jose three times including his runaway win there last May. His 12 mile track wins rank him as history's leading mile track rider. Springer hasn't won a mile this year, but don't bet against him.

Bubba Shobert has progressed to become a five-time mile winner in just over a year. The Texan has bagged three miles this year and was a solid third last spring at San Jose. Bubba has California backing in this one, but still must be considered the longshot of the top four in points.

Ascot Park: The last half mile of the year, Ascot is fast becoming known as "Michigan/West" for Goss and Springsteen. The two of them have won the National final there no less

than seven out of the last 10 times! Each rider has won it a record-tying four times since 1976 to tie Sammy Tanner for the all-time number of wins at the Gardena oval.

Springsteen won the final last May to start a four-race win streak on half miles, another new AMA record. But Jay lost the title to Graham at Ascot last year as Randy Goss ran out front to win the race.

Goss also won the event in 1980 when he was gunning for the title, just like he did at San Jose the same year. If the track is right, a damp slider, no one will touch the rapid Randy, undisputed master of Ascot the past few seasons.

It should be a Goss/Springsteen battle like no other half mile this year on the night of the 24th.

Graham and Shobert do not appear to be threats for the win in this one. Neither has come really close in the two-a-year at Ascot and neither finished in the top five earlier in the season.

But all four are fighting for points, any points, and the end-of-the-year payoffs find a considerable dropoff in money between a second-place finish and a fourth in the final standings.

Another factor to be considered is that 14 riders with half mile National wins to their credit have entered Ascot. There is only room for 15 in the National final.

Will a darkhorse or a first-time winner take the marbles at San Jose or Ascot? The odds say it would be easier to win a slot machine jackpot in Las Vegas, and we all know how they have tightened the one-armed bandits of late.

Two Californians return home with first-time victories under their belts. Doug Chandler, far and away the leading candidate for Rookie of the Year honors, won his first National at the Santa Fe Short Track. Jimmy Filice won his first-ever mile National at Cicero and is currently one of the hottest riders on the circuit after finally coming into his own on the dirt tracks.

Both San Jose and Ascot will have another twist going for them. Honda will be there in force to try and break the string held by Harley-Davidson. Harley-Davidsons are undefeated at the two tracks since 1974 (San Jose) and 1978 (Ascot). But Honda could have as many as five of their new RS750s at the two races.

Ten-time mile winner Hank Scott leads the red, white and blue effort. Two months ago Scott gave the RS its first victory with a win at the finish line over Shobert and Chandler. Hank will be backed up by former mile winners Terry Poovey, Mike Kidd and Steve Morehead. All four are also half mile winners, but not at Ascot.

Harley and Honda are also in a tight battle for the "Manufacturer's Trophy" given annually to the brand scores the most points in Camel Pro Series competition. It is still too tight to call and is the best battle of the brands we've had in years.

Ascot will have another champion at the track on the 24th, but he will be watching, not riding. It will be the first public appearance of the new 500cc World Road Racing Champion Freddie Spencer. And the San Jose race will be sponsored by the shop of the man who came so close in that title battle, Kenny Roberts' Yamaha Country.

But back to the title: Goss, Springsteen, Graham and Shobert. The two annual cliff-hangers and the flying four featuring the "Gunners" (Graham and Springsteen) against the "Runners" (Goss and Shobert). It'll be a hard fight.

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America's weekly motorcycle newspaper

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ON THE FRONT PAGE: Freddie Spencer puts knee to pavement en route to his 500cc World Road Race Championship. Coverage begins on p. 14. File photo by Henny Ray Abrams.

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VOICES

Community colleges need help

It would be nice if all we had to involve ourselves with was motorcycles. Unfortunately, the motorcycle repair classes offered by Los Angeles Trade-Tech and Pasadena City College are under attack. Of the two motorcycle repair instructors employed at Pasadena City College during the spring semester, only one will return this fall; the result of budget cuts. These programs were originally started, through a lot of hard work, by both dealers and those working at the distributor level of the motorcycle industry.

I think it is important to remember that politicians only respond to letters written by registered voters. I also think that Pat Owens did a service to the readers of *Cycle News*. You should be thankful to know that money spent in the community colleges is not wasted.

MICHAEL MILLER
Culver City, CA

The way Brad would have wanted it

I wish to thank *Cycle News* for the accounts in the August 31 and September 7 issues on Brad Horrell's death at Sears Point Raceway on August 14. As was accurately reported, Brad was killed after losing control of his bike while competing in the Open Superstreet race.

I have been Brad's girlfriend for several years and was present at the race, clocking Brad's laps near turn 11. When I heard the announcer say, "Rider down in turn one," I somehow "knew" that the accident in question was Brad's and that the accident was serious. By the time I reached turn one, climbed the fence and ran to where the paramedics were working on him, I could see he was already dead.

As your August 31 account stated, Brad's death is indeed tragic, but I believe it is not only that. As the person who was closest to him for the last several years, I can tell you why. While Brad was self-employed as a mechanic, electrician, plumber, roofer, etc., I am a member of the English department at Solano Community College, where I teach composition

and creative writing. Just as Brad used his spare time to work on his bike and to perfect his skills in racing it. I used my spare time to write poems and give readings of them at colleges and bookstores in the Bay Area.

We both believed in taking risks—but of different kinds. I believed in the importance of emotional risks and took them reading and writing poetry. He believed in taking physical risks and took them in racing his motorcycle. Though these endeavors are highly different, we were each other's greatest fans. Shortly before his death I described to him a love poem I had written, in which a woman (myself) watches her lover (Brad) get ready for a race at Willow Springs. In the poem the woman helps the racer on with his leathers, realizing she could "lose everything." Brad knew, of course, that I was talking about death and acknowledged that every rider understood the ultimate risk of motorcycle racing, but said no rider could afford to think of death when racing.

Brad had been racing the AFM circuit for slightly less than a year, and I believe it is fair to say that in that time, his competitive skills increased exponentially. He was an earnest and committed rider who rode hard and loved his sport. I had never known him to be so happy and enthusiastic as he was in the last year of his life, and I believe much of the joy and satisfaction came from his racing. I encouraged him in his racing, and even considering the tragic results, I am not sorry. In the sense of Camus' *The Stranger*, Brad's death was a "good" death. Those of us who loved him and survived him may look at his loss in at least two ways: as tragic and challenging. I see his death as both but believe that in the future I will come to see his passing from my life as a challenge — because that's the way Brad would have wanted it.

LAURIE DUESING
Benicia, CA

Godspeed, Hugh and Mark

On the night of Saturday, September 3, I was informed that two of my best friends, Hugh Humble and

Mark Jones, were involved in a tragic accident while practicing at Brainerd International Raceway. This accident proved fatal to both of them.

How? Why? I really do not know. Hearing of this loss of life disturbs me greatly. I love road racing more than anything else. When tragedies like this, the loss of close friends, occur, my dreams of being the very best are temporarily shattered. While racing at National events I have experienced mutual trust and respect between competitors, as riders and friends, because we are all doing something we love as a sport and a career.

I would do anything for Hugh and Mark, and they for me. I loved and respected them for being themselves to me and everyone else who knew and loved them. The loss of their friendship and presence at future races saddens me deeply.

I accept the realization that a tragedy like this could happen to myself or others close to me. The thought is always there in your subconscious mind. Other people I know outside of racing think it is crazy to compete in a sport/profession having such a fine line between life and death. I believe we all accept the risks to do something we love and choose to live for.

Godspeed, Hugh and Mark. The next race is for you.

HARRY KLINZMANN
National RR #31
Garden Grove, CA

Flagman concern

As a concerned parent of a motocross racer, I get the impression from attending MX races that some of the flagmen do not understand the importance of their job:

1. To protect the riders.
2. Enforce the rules of the club.

There have been numerous times when the flagmen do not pay attention to their duties. If there is a protest regarding his part of the track, the flagman better well be able to say what happened!

When a racer is down, and you see the flagman gazing at a jet, doodling in the dirt or trying to catch bugs; I fear for the racers — all of them.

I do realize that it is difficult to recruit flagmen. However, let's make sure that the flagmen who *do* work are made aware of their responsibilities, whether it be for Minis or Pros. They are all sportsmen, have paid their entry and deserve proper protection.

With our sport gaining in popularity, let's all work to make it safer so others can't bad mouth, "how dangerous it is."

I would like to encourage all spectators to report negligent flagmen to the promoter or race official. He should *want* to know. Remember, it's for the benefit of all of the racers and spectators, as well as for the benefit of our sport.

KATHLEEN M. SPEAR
Ontario, CA

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ON SEPTEMBER 4 WE EXTENDED OUR CHAMPIONSHIP COVERAGE TO INCLUDE...



For more information on the new Honda CRX, call 1-800-828-8888. In California, call 1-800-828-8888. In other areas, call 1-800-828-8888.



THE N

Honda's Mike Baldwin wins U.S. Road Racing Championship at Brainerd, Minnesota.

According to all reports, Mike Baldwin's race coverage was total.

He was first in his heat race.

First off the starting grid.

First after one lap.

First in the 24 laps that followed.

And first, easily, in the final point standings of the AMA/Camel Pro Series Formula One U.S. Road Racing Championship.

At Honda we've learned to expect Mike to be first with the good news. Consecutive Formula One Championships prove his ability. And his sophisticated RS500 gives him the technology it takes to win. Including features like liquid-cooling and Pro-Link™ rear suspension that are found on many Honda street and off-road machines.

So when it comes to performance, take a hot tip from Mike Baldwin.

Get total performance coverage.

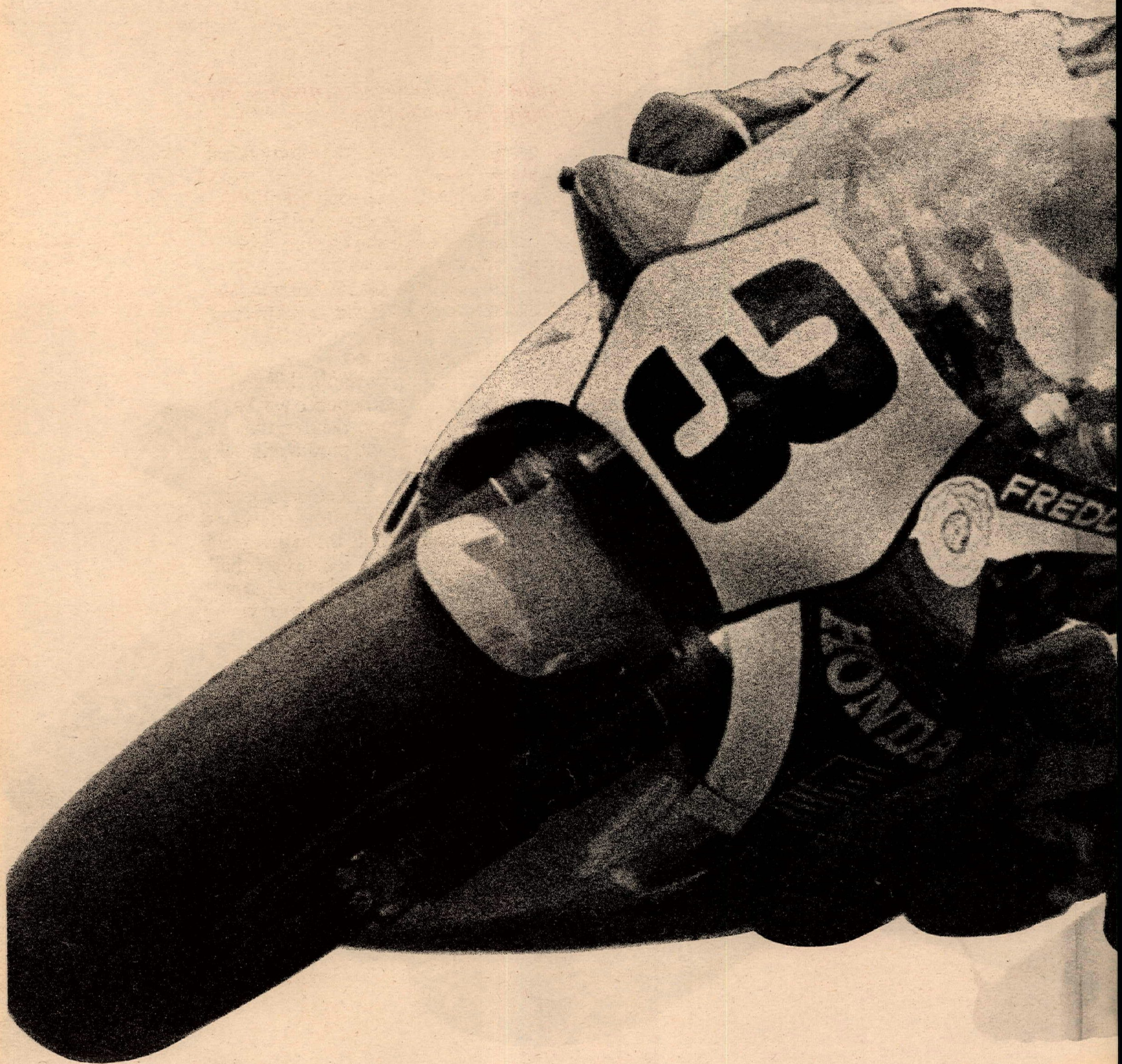
Get on a Honda.



ATION,



AND THE



WORLD.



Team Honda's Freddie Spencer captures World Championship at Imola, Italy.

The news from Europe had international implications.

Fast Freddie Spencer took over the 500cc World Championship. And became the youngest rider ever to capture road racing's most coveted crown.

The lights are already burning late as the competition's racing departments prepare for next year.

Freddie's not worried.

His combination of youth, skill and hard-won Grand Prix experience will be hard to beat. And he can depend on the advanced performance and proven reliability of his NS500 works machine.

It has technology that's been developed on test courses and racetracks all over the world. Technology that carried Freddie through a grueling 12-race Grand Prix schedule. Technology that's led to the advanced engine, frame and suspension components available on many Honda production machines.

In fact, that's the reason we send Freddie racing. To advance our lead in motorcycle technology. And to make sure there's always some good news from Europe.





(Above) The early part of the race was a Jim Filice (17), Bubba Shobert (67), Rodney Farris (92) and Ricky Graham (1) freight train. (Below) Farris, Filice and Shobert in winner's circle.



AMA Grand National Championship/Camel Pro Series: Round 30

Filice edges Shobert, Farris in Syracuse Mile

By Gary Van Voorhis
Photos by Bert Shepard/Silver Shutter
SYRACUSE, NY, SEPT. 11

Jimmy Filice, by a scant one bikelength, topped Bubba Shobert in a duel to the finish in the Shoei Syracuse Mile National. Rod Farris, in his best ride of the season, finished

no more than six lengths behind the leaders for third. The dog-fight the three waged drew them away from fourth-place finisher Ricky Graham, who held a safe

advantage on fifth-place Ted Boody.

Filice's win comes on the heels of his second-place finish in last week's Hamburg Half Mile National and brightened even the bubbly attitude Filice had carried with him when he

reached the track. "What a great way to finish up the eastern swing before heading to San Jose," said Filice. "I knew we could do it (win) here because Eddie Adkins, Jack Sturgis and everyone connected with Bayland Racing has done so much work. It's great to get on the bike and know you've got a potential winning combination every time."

Shobert's appearance in winner's circle marked his 11th of the season. He's gotten to taste the champagne more than any other rider this year. Farris, in his third Expert season, was jazzed about his first trip to winner's circle. However, what really turned

him on was the thought of being one of the stars in the NBC *Sportsworld* coverage of the event when it airs in the future.

Points leader Randy Goss saw his margin shrink by nine points with his eighth-place finish. Goss now leads Shobert, 260 points to 232, with four Nationals remaining. Springsteen, who finished sixth, retained third in the standings over Graham by a margin of three points, 223 to 220.

Qualifying

Harley-Davidson's Springsteen was the quickest of the 53 riders attempting to qualify for the 48 spots in the National program. Springsteen turned in a 36.821-second lap of the New York State Fairgrounds egg-shaped mile track. Honda's Hank Scott, the second most prolific mile winner behind Springsteen, showed the RS750 had plenty of steam with a 36.824 lap. Filice and rookie of the year contender Dan Ingram, on a Harley-Davidson XR750 borrowed from rookie Randy Texter, were the only other riders in the 36-second bracket. Garth Brow, aboard the XR750 of injured Bryan Hardin, was fifth quickest at 37.023. Jay Kaip was the 48th and final rider to qualify. His time was 38.685.

Heats

The first of four heats, which would send the top three finishers directly to the National, was led by Brow until he was dropped by Springsteen, then Goss, and then Shobert, to fourth by lap four. Springsteen opened up a slight advantage over a rousing duel between Goss and Shobert over second. The track, which had developed into a narrow groove, left little room for error in the turns. Passing, when there was some, was done via the draft and playing "guts" to see who could dive deepest into turns one and three without slipping off the groove.

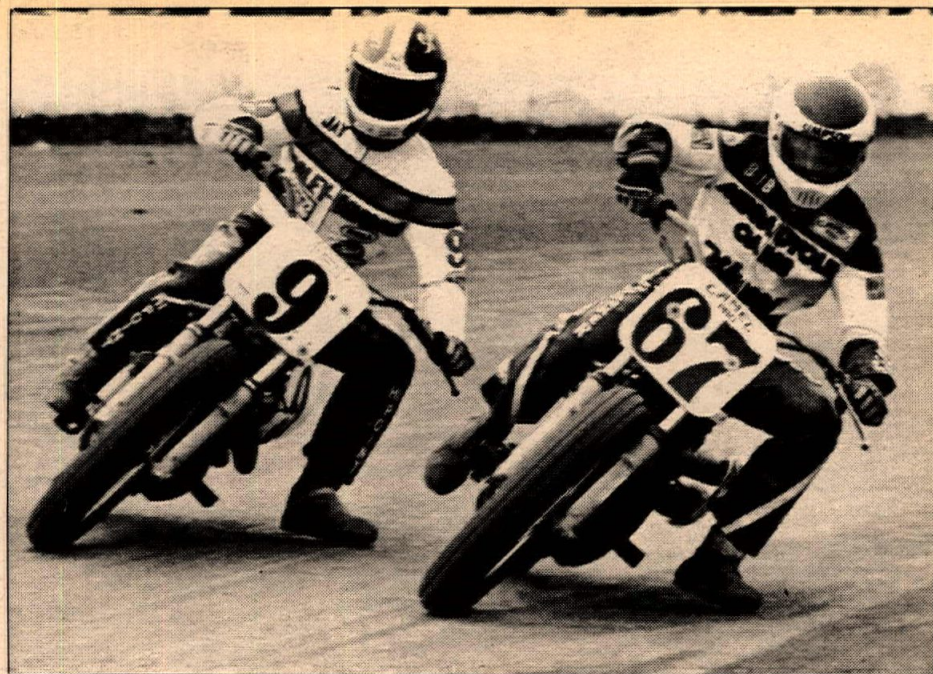
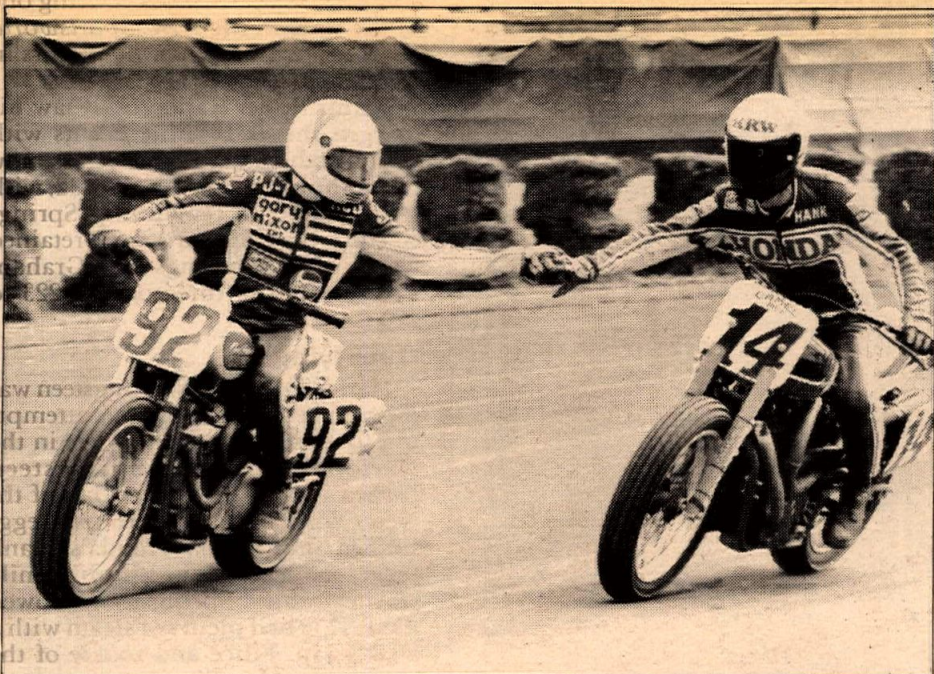
Shobert grabbed second on lap seven, moved away from Goss, and began reeling Springsteen in. Springsteen, having trouble getting a drive off turn two, saw Shobert gobble up his lead and spit him back to second. Springsteen patted Shobert on the butt as the two crossed the start/finish line to begin the last lap. The final feet saw the same situation with Shobert taking the win by inches.

Hank Scott and Farris hooked up in a two-rider duel which lasted the final seven laps of heat two. The two traded the lead back and forth with Farris saying later he was using the race as a learning experience. "Racing with Hank was great. I learned more about the track in those 10 laps than I have in all the other times I've raced here."

Scott took the lead on the final lap, held off Farris' constant challenges and took the win by about two feet. Meanwhile, Ronnie Jones was fighting off Keith Day in their battle over third. Jones prevailed. "I'm making up for lost time," said Jones. "You have to remember I sat out over half the season recovering from my broken ankle."

Filice and Steve Eklund staged a follow-the-leader run for 10 laps in the third heat. Eklund pressured every inch of the way, but didn't seem able to get enough drive off turn two or four to make a draft-and-pass move. Filice drew away in the final three laps to hold a 20-bikelength advantage at the finish.

Gary Scott rode a solitary third all the way, although he felt some pressure in the middle laps from Scott Parker, who had charged from a slow start. Parker found the move from fourth to third beyond his grasp and he was semi bound. The heat was the fastest of the four and Filice took the



(Left) Third-placer Farris extends a hand to Hank Scott after what Farris termed an "instructive" heat race. (Right) Shobert finished third in the National while Jay Springsteen (9) slipped off the groove and had to climb back for sixth.

pole position for the National.

Graham powered to an immediate lead in the final heat, leaving the fighting behind him. Ingram dispatched Mike Kidd from second and opened up a short distance on the Kidd/Lance Jones/Matt Rozowicz/Steve Lawson battle for third. By lap eight, Graham was out of reach while Ingram, with a worn rear tire, was being reeled in by Kidd/Jones. Coming off turn two on the ninth lap, Ingram slowed dramatically, allowing Kidd and Jones to scoot past for their tickets to the National behind Graham.

"The zipper opened on my jacket," said Ingram of his misfortune. "It acted like a brake and I slipped off the groove. My rear tire was going away and it would've been a fight to the finish for a spot in the National, but I feel I could have made it."

Semis

The dark clouds which had been hanging over the area nearly all day plus a weather report of impending rain caused officials to speed up the program and shorten the semis from 10 to eight laps. The top two finishers from each of the two semis would go to the National.

Ted Boody led the entire eight laps in semi one with Brow following him every inch of the way. "I couldn't seem to get the drive I needed to make a run on Ted," said Brow afterward.

Ferry Poovey blitzed from a poor start to second on the third lap of semi two and then began quickly gaining ground on leader Parker. On lap five, Poovey moved past Parker heading into turn three and the swapfest was on for the remaining laps. Parker appeared to have the turn four/one advantage with the turn two/three muscle to Poovey. The turn three pass for the lead went to Poovey on the final lap, but Parker's drive off turn four netted him the win in a finish so close a discussion among the AMA officials was needed.

Last Chance Qualifier

The cutting to six laps from 10 of the Last Chance Qualifier changed everyone's race strategy. "It'll be a six-mile drag race," said Rozowicz. The race was also a chance to see five top rookie Experts in action as Doug Chandler, Ingram, Pete Hames, Eric Rausch and Rozowicz went at it up front. Rausch won and earned the sole transfer to the National via a last-lap gamble to take the lead by passing both Rozowicz and Chandler off turn two.

National

"Everything is working so well, it

just worries the heck out of me," said Eddie Adkins, Filice's tuner/sponsor. "It's going to be another road race with the groove as narrow as it is."

"We're going for the brass ring," said Shobert's tuner Paul Chmiel. "The track condition is similar to what we won on in July so we're going with the same combination."

Graham, sporting stitches between his left hand little finger and on the back of his hand from a crash in last week's Hamburg National, also felt confident. "The combination which worked in my heat race is going to work in the National," said Graham. "The hand doesn't bother me when I'm riding. Once I get off the bike it's another story."

"This could be one heck of a final with the groove so narrow," said Hank Scott. "You can't afford to make one slip or you're a goner. It doesn't make for very good racing, but it suits my style and that of my Honda."

"I've got turns three and four wired," said Springsteen. "If I can get one and two down I'll be all right. We've switched to a wider rim on the front to help with the handling. Other than that, it was just change the tires."

"Today could be the day," said Farris as he watched Patrick Racing's Carl Patrick check the valves before the National. "The early laps could tell the story if someone breaks away from the pack, but I doubt that will happen."

Filice took the grandstand-side pole position on the black groove with Graham, Hank Scott, Shobert, Eklund and Kidd stretching toward the pits and filling row one. Farris, Springsteen, Gary Scott, Lance Jones, Ronnie Jones and Goss filled row two while Boody, Parker, Brow, Poovey and Rausch rounded out the field.

Filice, Graham, Hank Scott and Eklund led the rest of the field on the first two laps with Shobert taking the point on lap three and holding it through lap five. Eklund slipped from fifth to seventh on lap five with Goss leading Farris past.

On the eighth lap, Gary Scott crashed hard in turn three. Scott was involved in a close battle for seventh with Farris and Boody when he went down. The race was red-flagged and Scott took a trip to the hospital to have his ribs and right forearm x-rayed.

A scramble to change to fresh rubber on the rear ensued during the break before the field restaged single file. The majority of the riders made changes. Farris didn't.

"This is the same situation we had

in the July National when Bubba (Shobert) chose to stick with what he was running and not change," said Farris. "He won the National. I'm gambling the same thing might work for me."

The restart began on lap nine with 17 laps to be run. Shobert, Filice and Graham resumed their battle while Farris quickly worked his way past Goss for fourth. Springsteen followed Goss in sixth with Boody, Hank Scott, Eklund and Ronnie Jones behind.

Filice continued to use his turn-four-drive/turn-one-pass tactics with Shobert the master of the turn-two drive and turn-three pass. The two traded the lead nearly every lap. Meanwhile, Farris moved around Graham with a pass heading into turn three and was slowly moving up to catch the frontrunners.

Goss and Springsteen were locked in a battle for fifth on the 15th lap while Boody and Hank Scott were doing the same for seventh.

Farris followed Filice across the start/finish line at the end of lap 17 with Shobert leading Graham. Positions five through eight remained static. Ronnie Jones led Poovey, Eklund and Scott Parker in a fight for ninth.

On the 19th lap, Shobert moved back to second ahead of Farris while Springsteen slipped off the groove between turns three/four and did a "magic trick to keep from losing more than two positions." Hank Scott and Boody charged ahead on Springer's bobble.

On the 21st lap, it was Goss' turn to slip to the rear as Boody, Hank Scott and Springsteen all got past as Goss struggled to get his bike back onto the groove. The top eight — Filice/Shobert/Farris/Graham/Boody/Hank Scott/Springsteen/Goss — were in position, but only Springsteen would better his finish.

"I didn't really want to lead too early on the final lap after what happened at Indy," said Filice, who went from first to fifth on the final lap in that National.

Filice held onto first while Farris put plenty of pressure on Shobert in an attempt to take second away on a pass into turn three. Shobert held him off.

The dash to the flag saw Shobert come up a bikelength short with Farris just far enough behind that he couldn't catch the draft off turn four.

"It was a hard ride, but a safe one," said Filice. "Bubba and I trust each other, so running together like that doesn't bother either one of us. I tried my best to go easy on the throttle

coming off turn four so I wouldn't spin the tire. I'm ready for San Jose."

"I goofed, that's all there is to it," said Shobert. "I got too close to Jimmy going through turns three and four and I couldn't get the run on him off turn four. I needed to pull by at the finish line."

"My strategy on the rear tire worked on half of the track," said Farris. "I came from sixth to third so the gamble paid off. I had turns one and two down perfect, but three and four were giving me problems. Hey, how about that? I made television in my first trip to winner's circle. I've got to thank Carl Patrick, Gary Nixon Enterprises, Cycle Experts, Castrol, PJI and NGK."

Battle of the Brands Invitational

Mark Hartley led by two bike-lengths on the final lap of the 500cc Battle of the Brands final over Dan Bennett. Hartley lost the lead to Bennett in turn three, but stayed right on his rear wheel. The drag race to the finish and the win belonged to Hartley by less than two feet.

Hartley, a strong challenger for top Junior dirt tracker in the nation, had American Honda lend him an engine for the race. "Smitty's Harley-Davidson, Casey Cycle City, Cycle Experts and Gary Nixon Enterprises are my regular sponsors," said Hartley.

Junior Invitational

Hartley was in the battle in the Junior event until a crash three laps from the finish made him a spectator. Curt Rehmer, Larry Zumbrun and Darryl Johnson took the fight to the finish with Rehmer, aboard a Harley-Davidson, holding off the determined challenges of Can-Am 500-mounted Zumbrun.

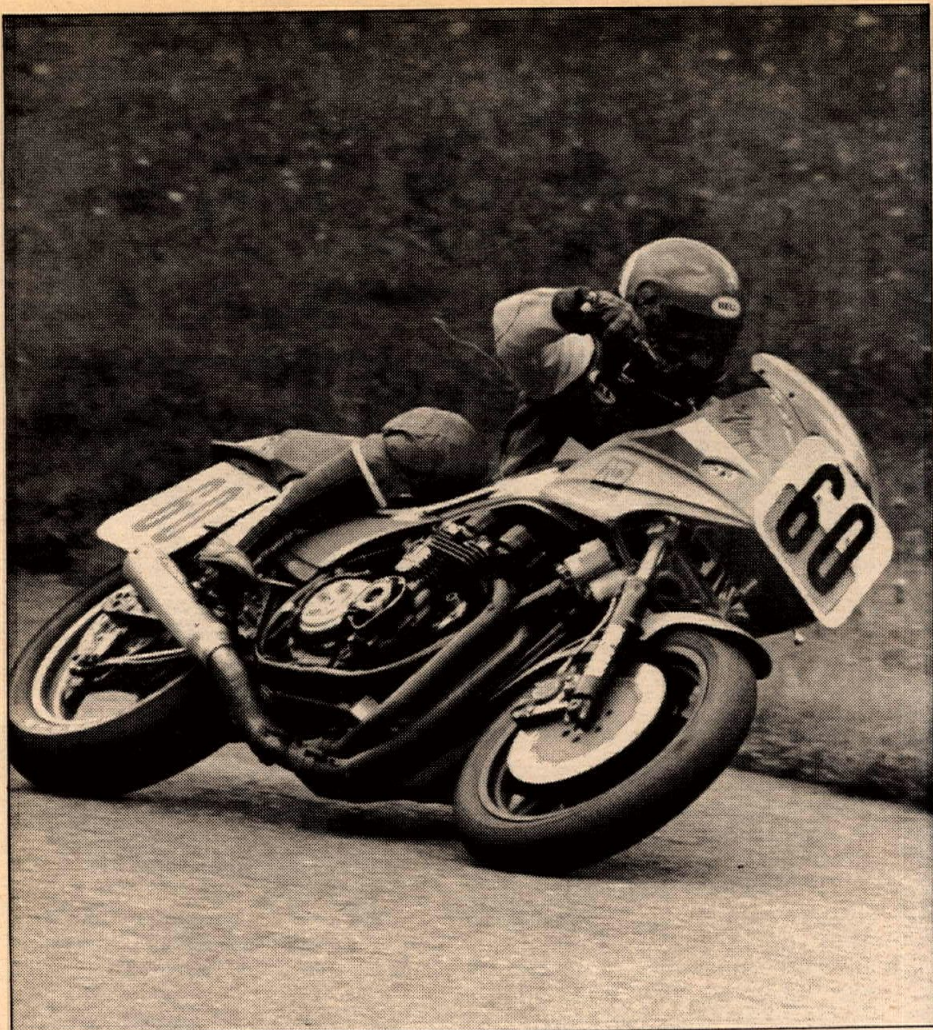
Rehmer was also the winner of the Junior Invitational at the July Syracuse Mile National.

Results

25-LAP NATIONAL: 1. Jimmy Filice (H-D); 2. Bubba Shobert (H-D); 3. Rod Farris (H-D); 4. Ricky Graham (H-D); 5. Ted Boody (H-D); 6. Jay Springsteen (H-D); 7. Hank Scott (Hon); 8. Randy Goss (H-D); 9. Scott Parker (H-D); 10. Terry Poovey (Hon); 11. Ronnie Jones (H-D); 12. Mike Kidd (Hon); 13. Lance Jones (H-D); 14. Garth Brow (H-D); 15. Eric Rausch (H-D); 16. Steve Eklund (H-D); 17. Gary Scott (H-D).
Time: No time, restart.

BATTLE OF THE BRANDS: 1. Mark Hartley (Hon); 2. Dan Bennett (Hon); 3. Don Estep (C-A); 4. Jamie Sehl (Hon); 5. George Roeder (C-A).
JR: 1. Curt Rehmer (H-D); 2. Larry Zumbrun (C-A); 3. Darryl Johnson (H-D); 4. Dominic Michaud (C-A); 5. Horace Skiles (H-D).

AMA GRAND NATIONAL CHAMPIONSHIP/CAMEL PRO SERIES POINT STANDINGS: 1. Randy Goss (260); 2. Bubba Shobert (232); 3. Jay Springsteen (223); 4. Ricky Graham (220); 5. Scott Parker (169); 6. Ted Boody (133); 7. Alex Jorgensen (132); 8. Jimmy Filice (112); 9. Gary Scott (110); 10. Mike Baldwin (92); 11. Hank Scott (84); 12. Steve Eklund (84); 13. (TIE) Steve Morehead/Terry Poovey (77); 15. Miles Baldwin (70); 16. Gregg Smrz (63); 17. Doug Chandler (62); 18. Tim Mertens (58); 19. Mickey Fay (57); 20. Doug Brauneck (53).



With his Seattle Superbike win, Kawasaki's Wayne Rainey is now five points ahead of Honda's Mike Baldwin in the title chase.

AMA Superbike Road Racing Championship Series: Round 12

Clear skies, but Rainey weather at Seattle

By Dale Brown

KENT, WA, SEPT. 11

Wayne Rainey and Mike Baldwin, the two remaining protagonists in the battle for Superbike supremacy, battled mightily in the opening laps of the Seattle Superbike '83

event. But then Rainey forged his factory Kawasaki into a solid lead and was seven seconds ahead of Team Honda's Baldwin at the end of the 20-lap, 45-mile main event at Seattle International Raceway.

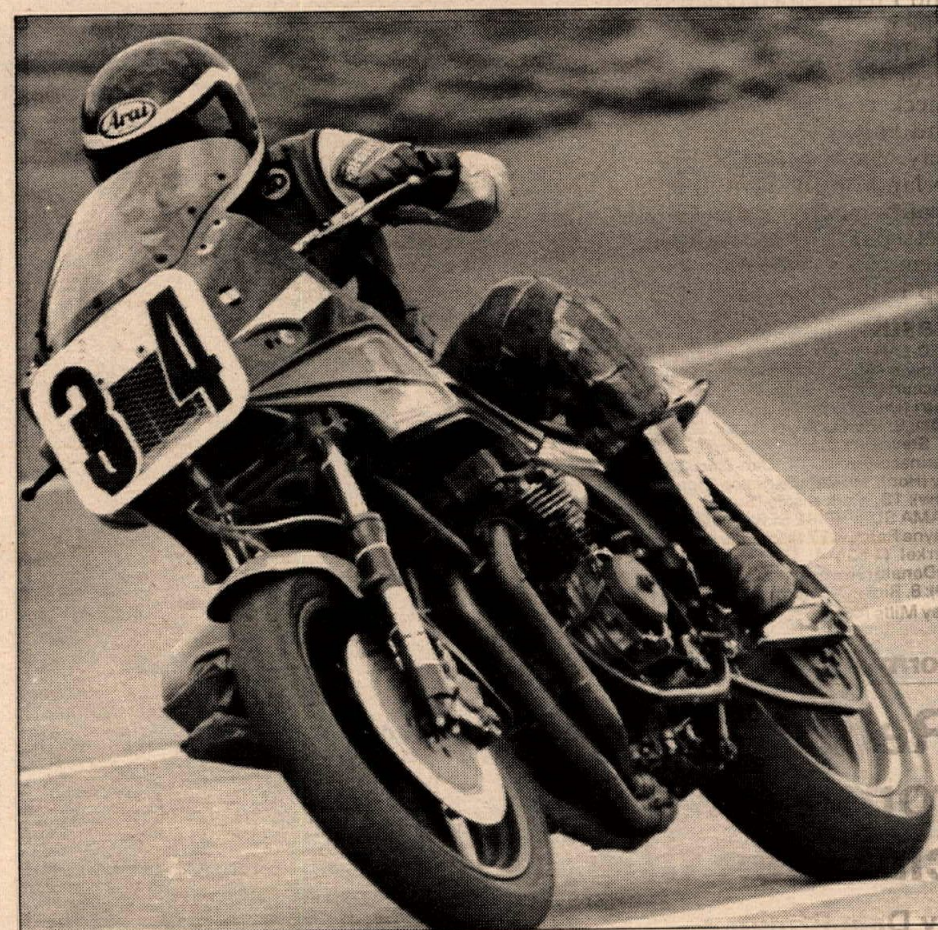
Those seven seconds translated into another four clear points and a five-point total lead for Rainey in his battle for the season title. Rainey said of this victory, his third consecutive, "I wanted to win this one so I could have a five-point lead going into Willow Springs (September 18), because Willow is where I learned to road race. But as long as we win, I don't care what the points situation is."

Well clear of the two leaders came Rainey's Kawasaki teammate Wes Cooley, whose third was also the third consecutive. And trailing

Cooley was almost the entire Honda Support crew, consisting of John Bettencourt, Sam McDonald and Roberto Pietri. Honda-mounted Rick Orlando was the top privateer at sixth.

Honda rented the track for two days before race weekend, but constant rain gave them little to test when the race weekend forecast called for clear skies. Saturday's practice was also wholly awash, but the clouds and the rain went away Saturday night and didn't come back, leaving a mostly dry track for Sunday's competition and giving promoter Claude Hammond a few thousand spectators.

There were two eight-lap heats to set grid positions for the final. Rainey won the first, Baldwin the fastest, and Honda's Fred Merkel had his day end midway into the first heat. He lost control of the front end



(Top) Baldwin (43) leads Sam McDonald (29) and Roberto Pietri (11) during a heat race. (Above) Wes Cooley rode to a lonely third and now holds down seventh in the point standings.

coming into a downhill righthander, and although he got away from the bike, it cartwheeled end over end down onto an escape road. The frame was broken and too badly damaged to be repaired before the main event. "I'm a little twisted, but OK," said Merkel.

At the start of the main Baldwin put the power to the ground down the long drag strip that serves as S.I.R.'s front straight, with Rainey and McDonald trailing him into turn one. At the conclusion of a lap, it was Rainey and Baldwin nose to tail, with Cooley in third and pursued by McDonald, Bettencourt and Pietri.

The leading duo quickly broke any kind of draft the rest of the pack might have had. Rainey led laps two and three, almost lost it to Baldwin on lap four, and then trailed Baldwin once on lap eight. Of one particular pass/repass session, Rainey remembered, "I got into turn one a little hot, but I still managed to get under him. However, his line was faster and he just went right by me."

From lap nine to the finish, however, the show was all Rainey's. He increased his lead to five seconds with five laps to go, and then to seven. In the process, he lapped up past the

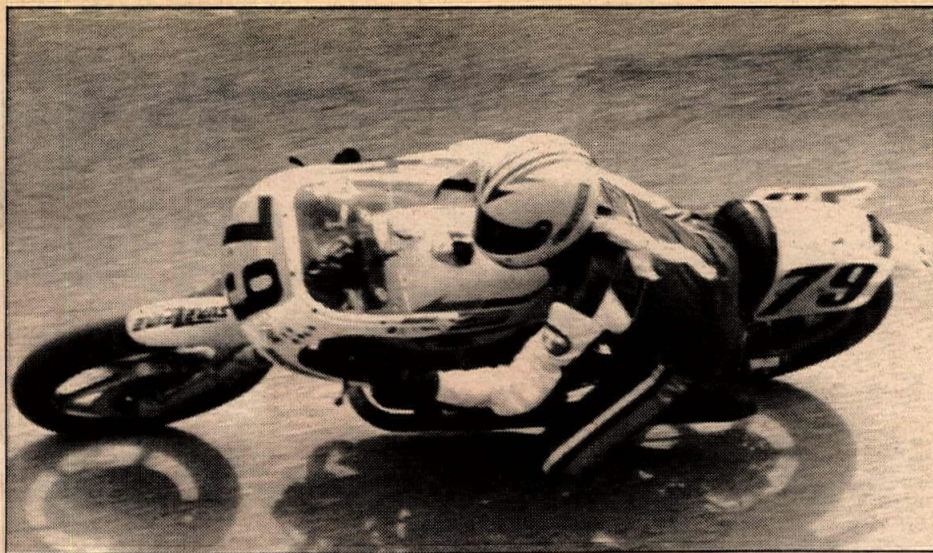
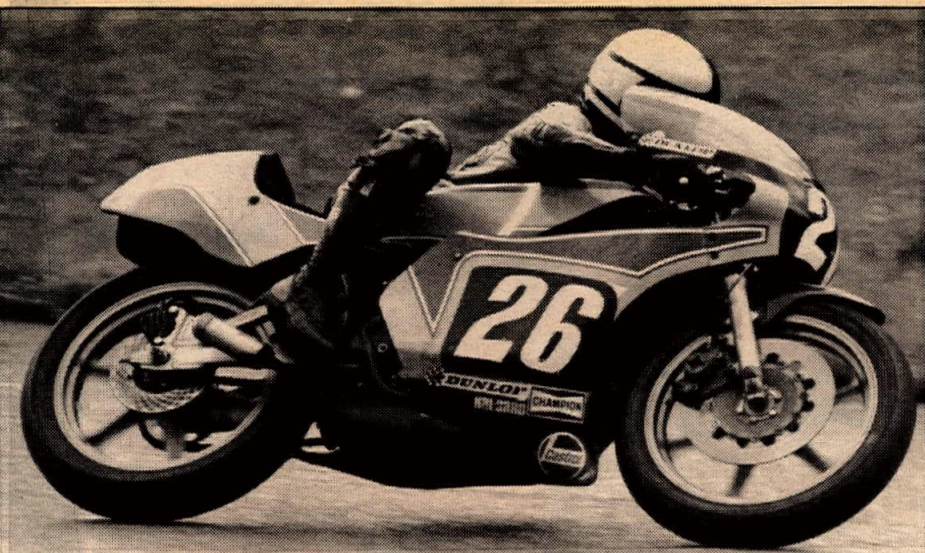
seventh-place battle between Ducati-mounted Battle of the Twins winner Joey Mills, Orlando, and Pacific Northwest favorite Randy Skiver on a privateer Suzuki.

After the race, Rainey said, "Things weren't looking too good after I blew up my good motor in practice. I had to ride with the back-up motor, and Steve and Mark Johnson worked their butts off getting it in."

Baldwin left the track almost immediately after the race was over, but Honda team manager Udo Gietl said, "The front end of the bike wasn't working very well. I don't know if it was because of the lack of practice, but the springing and damping never got matched up. Mike had performance on Rainey, but going through the chicane was a different matter."

Cooley, isolated fore and aft in third, said, "Not bad for an old man, I guess. Mike and Wayne split real early, and I wasted a bit too much time getting around John (Bettencourt). But they rode a heckuva race up front. I only wish I could've made it 1-2 for Kawasaki. That's the plan for the last two races, getting in there between Wayne and Mike."

After a bit of dicing in the first six laps or so, Bettencourt, McDonald



(Above left) Randy Renfrow (26) took the Formula Two win and assured himself the series title with two races left in the season. (Above right) Joey Mills won the Battle of the Twins class, almost lapping the field in the process. (Below right) Amateur winner Joe Davis aboard his Open Suzuki.

and Pietri settled down to run 4-5-6. The battle for seventh, initially held by Jimmy Adamo until his Ducati went south, wasn't settled until the checkered flag, with Orlando, Mills and Skiver in the thick of it all the way. In the last couple of laps, Orlando pulled into the lead of the group, but at the checkered flag only feet separated him from Mills. Behind them, Dan Nolan rounded out the top 10 on a Suzuki.

Results

20-LAP FINAL: 1. Wayne Rainey (Kaw); 2. Mike Baldwin (Hon); 3. Wes Cooley (Kaw); 4. John Bettencourt (Hon); 5. Sam McDonald (Hon); 6. Roberto Pietri (Hon); 7. Ricky Orlando (Hon); 8. Joey Mills (Duc); 9. Randy Skiver (Suz); 10. Dan Nolan (Suz); 11. Steve Dick (Suz); 12. Brian Sutton (Hon); 13. Pat Marinacci (Hon); 14. Dan Zlock (Suz); 15. Mickey Fay (Hon); 16. Claude Hislop (Hon); 17. John Brady (Kaw); 18. Mark Hislop (Suz).

AMA SUPERBIKE SERIES POINT STANDINGS: 1. Wayne Rainey (174); 2. Mike Baldwin (169); 3. Fred Merkel (110); 4. (TIE) John Bettencourt/Sam McDonald (96); 6. Roberto Pietri (91); 7. Wes Cooley (79); 8. Ricky Orlando (57); 9. Jimmy Admo (44); 10. Joey Mills (40).

Formula Two

Renfrow romps, clinches title

By Dale Brown

KENT, WA, SEPT. 11

Yes, Virginia, Randy Renfrow made it two wins in a row and clinched the AMA Formula Two title with two rounds to go. The Sure-Fire/Bi Star/Cycle Sport-sponsored Falmouth, Virginia, resident led all 18 laps of the 40-mile final, pulling out an easier-than-it-looked victory over Don Green and Chris Steward, both of whom were also Yamaha-mounted.

Renfrow's only mathematical contender for the title, Californian David Emde, was forced out of the heat race when his engine broke, and he and his helpers were not able to effect repairs in time for the main event.

Renfrow won the eight-lap heat to earn the pole, and from the pole he went right to work. Former BoTT Stock class champ Steward, who has really come on of late, was right with Renfrow at the end of the first lap. Greene, David Busby and Tracy DeMuro rounded out the leaderboard.

The status quo lasted for two laps, then Renfrow started inching away, and Greene got the better of Steward for second place. After that the top three ran away from fourth-placed DeMuro and Busby behind him. Eugene Brown was leading the local favorites in sixth.

Past the crossed flags that indicated half the race was history, Renfrow had three seconds on Greene. Greene had a similar margin on

Steward, who was well up on DeMuro.

In the last nine laps, the margins didn't change much and the positions didn't at all. Having lapped up past fifth-place Busby, Renfrow was the clear winner.

"I rode as hard as I could all the way," said Renfrow, "Except I did take it easy on the last lap. Actually, my tires were getting a little greasy towards the end and I did slow a little because of that. I'm sure glad everything's over with here. I'd have hated to go down and face all the California guys on their home turf at Willow Springs with the title on the line."

As a result of Emde's DNS, Renfrow is more than 40 points clear and leads, 158-105.

Behind the fleeing Virginian, California riders Greene, Steward, DeMuro and Busby made up the top five. Brown was sixth, followed by Pacific Northwest dirt track star Mike Sullivan and Ken Bothman. Steve Haug and Paul Peiroli, both from the Seattle area, rounded out the top 10.

Results

18-LAP FINAL: 1. Randy Renfrow (Yam); 2. Don Greene (Yam); 3. Chris Steward (Yam); 4. Tracy DeMuro (Yam); 5. David Busby (Yam); 6. Gene Brown (Yam); 7. Mike Sullivan (Yam); 8. Ken Bothman (Yam); 9. Steve Haug (Yam); 10. Paul Peiroli (Yam); 11. Chris Miyamoto (Yam); 12. Warren McKinnon (Yam); 13. Kevin Gardner (Amtg); 14. Mike Kenyon (Yam).

AMA FORMULA TWO POINT STANDINGS: 1. Randy Renfrow (158); 2. David Emde (105); 3. Rhys Howard (97); 4. Hugh Humble (83); 5. Don Greene (62); 6. Chris Steward (57); 7. (TIE) Rusty Sharp/David Busby (55); 9. Daniel Coe (35); 10. Steve Bardon (32).

Battle of the Twins

Mills grinds out victory

By Dale Brown

KENT, WA, SEPT. 11

Expert Modified class rider Joey Mills made winning the Battle of the Twins 18-lap, 40-mile main event look like a solo virtuoso as he and his Ducati took a lonely ride to the checkered flag.

"It was a lot of fun," commented the Louisiana resident, "and I have to thank Reno Leoni, Michelin, Castrol, Bell, ND, Malossi and V.J. Herbez. And there's also a special thanks to my family, who make it all possible, and to all the folks here in the northwest who helped us, gave us a place to stay, and to the people at Euro-Cycles in Portland for helping work on my bike."

Actually Mills didn't play the Maytag repairman all day. Off the start it was his Ducati running mate, Jimmy Adamo, leading with Mills second. The two of them soon blitzed out to an uncatchable lead. Third after Michael Ross' Harley dropped out

was Rocky French on an Amateur Modified-class BMW, followed by Ron Sbordone's GP-class Ducati, Eric Ginn's Amateur Modified Ducati and David McClure's Harley-Davidson Stock classer.

Adamo and Mills were already lapping traffic in the slim 15-rider field on lap seven when Adamo's Ducati began sputtering, the victim of electrical problems. He pulled off the track.

Halfway into the race, Mills was flat gone. Sbordone had moved to second, and third and fourth were Ginn and French. When McClure dropped out of the race, the Stock class was left to the Ducati of Richard Winningstad.

Ginn moved up to challenge Sbordone for the runner-up spot, but during the last few laps, the closest rider behind them was Mills. Had the race gone another two laps, Mills would have lapped the field.

So it was Mills taking the checkered and the Expert Modified win. Sbordone held on for second and first in the GP class, with Ginn first Amateur Modified. French finished fourth, with top Stocker Winningstad fifth. Stuart Beatson and Danny Lindsey were the only other finishers.

Results

GP: 1. Ron Sbordone (Duc).
EX MOD: 1. Joey Mills (Duc); 2. Danny Lindsey.
AM MOD: 1. Eric Ginn (Duc); 2. Rocky Phoenix (BMW).
STOCK: 1. Richard Winningstad (Duc); 2. Stuart Beatson (BMW).

Amateur

Cochran, Davis double

By Bruce Scholten

KENT, WA, SEPT. 10-11

Saturday morning dawned cold and miserable for the first half of the amateur card in the Seattle Superbike Pro-Am, and rain tires were the order of the day.

Back from fishing in Alaska, Lee Cochran dominated both the qualifier and main event of the Formula Two class. His Gregg's Cycle Center/NESRA-sponsored Yamaha thumper beat Terry Williams' RD400 and Larry Vevig's Suzuki.

Scott Moon led off the amateur program by winning the heat race of the 600cc Production class. "Thanks to Mike Kenyon and Motorcycle Works for loaning me the Seca," said the hard-working Moon. He rode his bike to the track and raced six heats on Saturday. But when it came to the 600cc Production final, Moon wrongly assumed that motocross scoring was in effect, allowing Nick Defago's Suzuki by on lap four. While Moon



tried to work a cramp out of his leg, DeFago's Caribou Motorcycles Suzuki took the first-place trophy. Bruce Behal followed them to third on a Bellevue Kawasaki.

Waved off just 45 seconds after the 600s, Mike Sullivan was first to the flag in the 450cc Production class. But a protest moved him out and Ken Wimert's 450 Hawk into first ahead of Dan Wood and David Doolittle.

Sunday was brighter and the track was in perfect shape for the rest of the amateur finals. The 600cc Modified Production race featured a tough battle between Cochran's thumper and the Suzuki of Canadian Superbike star Steve Dick. They were neck and neck until they hit lapped traffic, and then Cochran used the home-track advantage to motor away to the win.

Totem Lake's Joe Davis had another excellent day, running away with the Open Modified Production race on his fast Suzuki. Tom Nakashima came home second after a good race with John Brady.

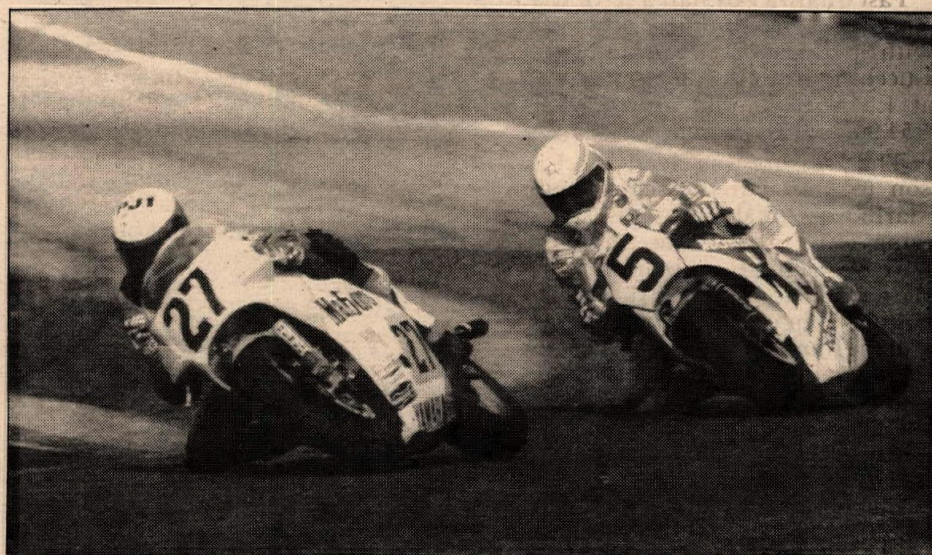
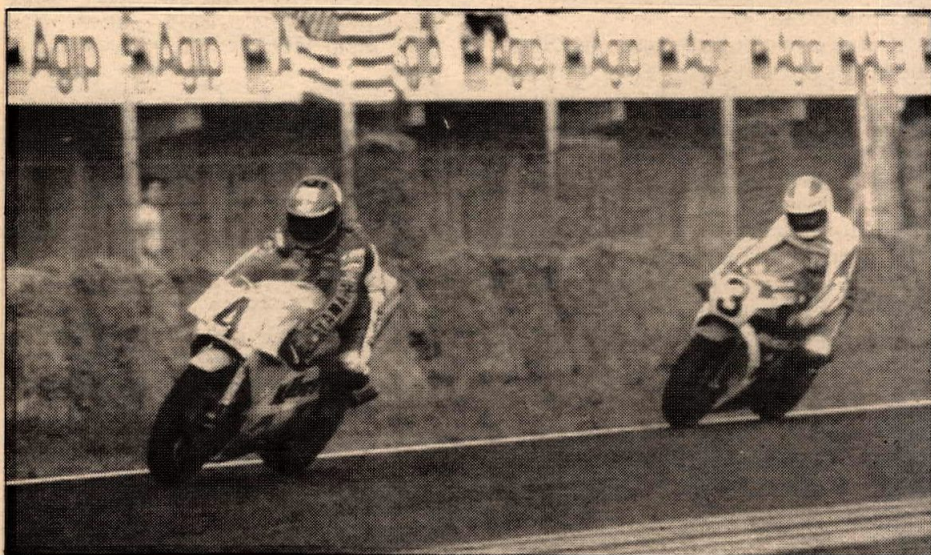
"That was a hard-fought 750cc Production race!" exclaimed Davis, who managed the victory by just three seconds. Thrashing right behind him were Canadians Daryl Cornwell on a Suzuki and Darryl Fletcher on a Kawasaki.

Results

750 PROD: 1. Joe Davis (Kaw); 2. Daryl Cornwell (Suz); 3. Darryl Fletcher (Kaw).
OPEN PROD: 1. Steve Littlejohn (Suz); 2. Bruce Behal (Kaw); 3. Bruce Scholten (Hon).
600 PROD: 1. Nick Defago (Suz); 2. Scott Moon (Kaw); 3. Bruce Behal (Kaw).
450 PROD: 1. Ken Wimert (Hon); 2. Dan Wood (Yam); 3. David Doolittle (Suz).
FORM 1: 1. Sean Phillips (Suz); 2. Scott Moon (Kaw); 3. John Moffet (Hon).
OPEN MOD PROD: 1. Joe Davis (Suz); 2. Tom Nakashima (Suz); 3. John Brady (Kaw).
FORM 2: 1. Lee Cochran (Yam); 2. Terry Williams (Yam); 3. Larry Vevig (Suz).
600 MOD PROD: 1. Lee Cochran (Yam); 2. Steve Dick (Suz); 3. Kirk Correll (Kaw).
450 MOD PROD: 1. Eric Garland (Yam); 2. Dick Burnham (Yam); 3. Joe Rodgers (Suz).
OPEN GRAN PRIX SINGLE: 1. Stan Jau Jau (Yam); 2. Gill Boardman (Hon); 3. Erle Holcombe (Hon).



(Above) Kenny Roberts won the battle in Italy, but lost the war to Freddie Spencer. (File photo.) (Below right) Honda's Marco Lucchinelli (5) kept Yamaha-mounted Eddie Lawson (27) busy for most of the race. (Below left) The race ended with Roberts in front and Spencer in a title-winning second.



World Championship Road Race Series: Final Round

Kenny's race, Freddie's title at Imola

By Henny Ray Abrams

IMOLA, ITALY, SEPT. 4

It was, arguably, the most competitive and exciting season in the 34-year history of Grand Prix road racing and when it was over it was hard to believe that there would be

winners and losers. But when the checkered flag fell on the San Marino GP at Imola, Honda's Freddie Spencer, 21, of Shreveport, Louisiana, had become the youngest rider to win the

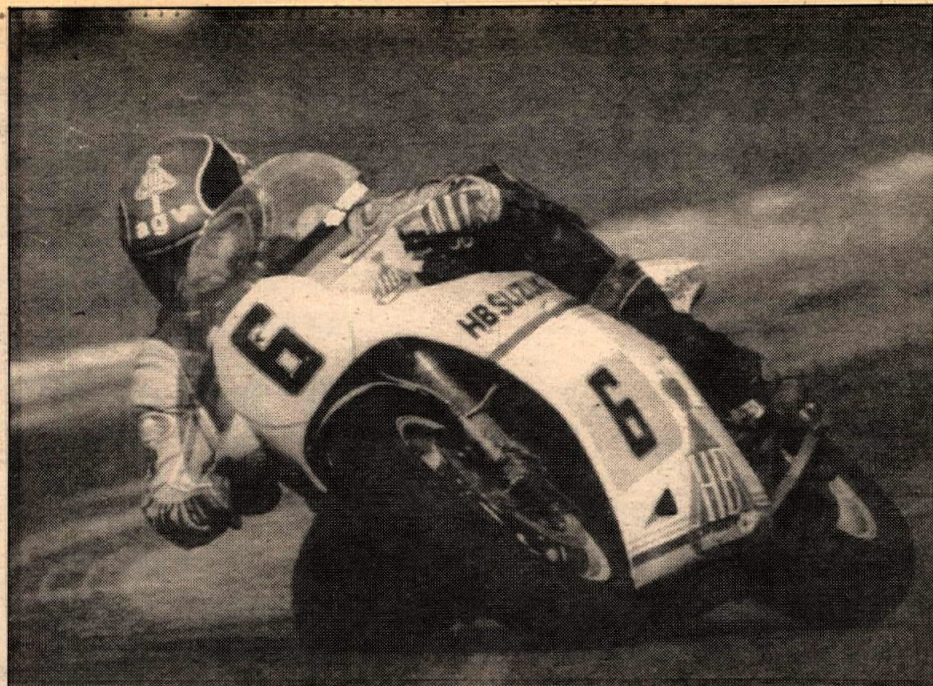
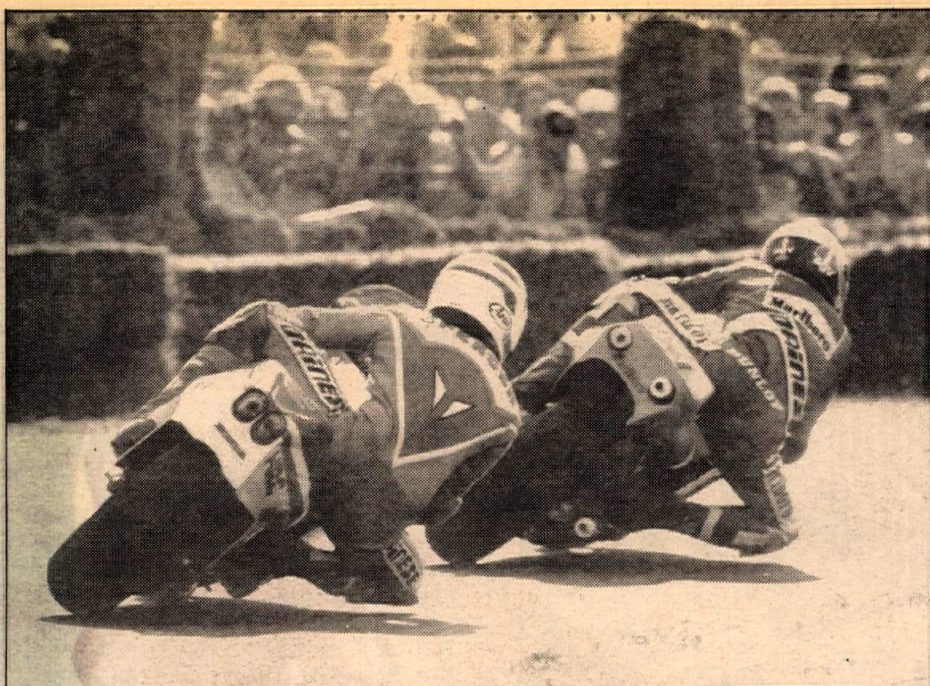
most coveted prize in motorcycle racing with a calculated second-place finish to Marlboro Yamaha's former World Champion Kenny Roberts, who finished second in the 12-race series by only two points.

The conditions for a Roberts cham-

pionship were simple: He had to win and Spencer had to finish third or worse. That means that Roberts needed help to take the title. He couldn't control his own destiny and, in the end, the help, in the form of either teammate Eddie Lawson or HB Suzuki's Randy Mamola, looking to play the spoiler role, never materialized. Lawson was third, six seconds behind Spencer, with Spencer's Honda teammate Marco Lucchinelli, probably in his swan song on his home track, fourth, and Mamola fifth.

The World Championship was the first ever for Honda in the 500cc class, although Mike Hailwood had given them the manufacturer's title in 1966 when they won all but the sidecar manufacturer's titles. (Honda also won this year's manufacturer's title, a cherished prize in Japan.) And the man most responsible for the Honda NS500s continued well-being is Spencer's friend/mentor/mechanic Erv Kanemoto. Erv's record speaks for itself: The machine won six races, finished second three times, fourth once when an expansion chamber broke after being cracked, and DNF once with a crankshaft failure on the difficult Salzburgring in Austria. And his ability to help Freddie maintain his equanimity against the formidable competition of the Roberts-Kel Carruthers-Yamaha team cannot be measured. Asked to comment on Erv, Spencer invariably comes up with the same answer, "Erv's great."

The motor homes, transporters, hospitality caravans and assorted other vehicles arrived about a week before the race to set up and allow the teams a chance to get an early edge on the track with early-in-the-week qualifying sessions. One of those sessions proved disastrous for Honda when their number two rider, Takazumi



(Above left) Roberts' tactics included slowing down in hopes that another competitor would catch up and challenge Spencer for second. It didn't work. (Above right) Pre-race favorite for the spoiler's role was Suzuki's Randy Mamola, but a fifth was the best the hard-charging Mamola could muster.

Katayama, who held fourth in the point standings, fell hard in the Rizuta curve, suffering multiple injuries, including a broken back. He was later flown to Japan for further medical treatment.

It was not a good sign for Honda and could only help the Yamaha cause. Katayama's machines were turned over to Frenchman Raymond Roche, who would eventually qualify eighth.

Fast qualifier by half a second was Roberts at one minute 53.49 seconds, with Spencer clocking in at 1:54 even, Lucchinelli, an Imola resident, third at 1:54.65, Mamola fourth with a 1:54.96, and Lawson at 1:55 flat.

The pressure was clearly on Lawson to help out the red-and-white Marlboro Yamaha cause. But qualifying only proved that they didn't have the right combination and so the night before the race they took an engine from one machine and stuck it in the frame from his other machine then sent him out in the most important race of his career. He went out in the 20-minute practice session the morning of the race to dial it in and had to make the best of it.

"We changed the shock and ride height," said Lawson. "On the warm-up lap I knew it was going to be good."

Among the various cognoscenti at the track, the allegedly informed opinion was that the only variable stopping Spencer from his first World Championship was the weather. If it rained, they thought, someone, anyone, would get between him and Roberts (who everyone conceded would win the race) and Roberts would retire with his fourth crown.

Erv, for one, didn't agree. "We have a combination that we can put together for the rain and I think that Freddie will do whatever it takes to get the job done."

Mamola was relishing his spoiler role the day before the race. "If I'm in the lead and five seconds ahead of Kenny, I'm ahead of Kenny. It's the same with Freddie. I don't race for Yamaha or Honda. I'm going out there to win for Suzuki. My feeling going in is I'm already defeated from what I've been on all year. I'm not going to let them go."

Spencer and Roberts both agreed that their respective bikes had their advantages on different parts of the 3.13-mile long Dino Ferrari circuit. "I'd rather have mine through the chicanes and slow corners and the Yamaha through the fast ones," said Spencer.

"We're only going to be at a disadvantage because we have to work so much harder. I can do 53s but for how long? We can do 54s; that's no problem. But if it rains, I wouldn't want to be in Freddie's shoes," said Roberts.

Another problem for the front-runners would be traffic. "If they screw us up going into the corners, then we're off the track. We have to pass them going out. There's only one line through most of these corners. And we'll probably start to lap guys on the sixth lap," Roberts said.

Spencer agreed, adding that lapped riders were a special problem for him because of the explosiveness of the Honda's power. "If we get behind someone and get off the powerband, the engine will bog and we have to downshift to get it going again."

Sunday's skies were periodically populated with thunderheads and an occasional sprinkle fell. But when the 500s were called to the line, the sun was shining brightly and the temperature was in the high 70s. The crowd of about 100,000 was silent as the starter turned the 30-second card sideways and exploded with enthusiasm as the green light sent the riders pushing.

There were no surprises at the start with Spencer taking his customary holeshot and Roberts having to push a bit harder to get going in 10th. Behind Spencer were Lucchinelli, Haslam, Roche, Lawson and Mamola. Tenth off the line, Roberts was fourth in the first corner, Tosa, a left-hand first gear uphill hairpin, passing Lawson along the way.

"The clutch grabbed off the start and did a big wheelie, then it bogged, and then it grabbed again," said Lawson.

Spencer's fastest lap was his second, lowering the track record to 1:53.68. Roberts, cutting through traffic, was over two seconds slower, but on the fourth lap he got past Lucchinelli, and on the fifth lap, he did the best lap of the race, a 1:53.36. Lucchinelli was holding third ahead of Lawson and trying to keep the leaders in sight while Mamola was sandwiched between Roche and Fontan.

Roberts took the lead on the eighth lap and the order of the top nine didn't change again until the 13th of 24 laps when Spencer got briefly back in front. But the pace had dropped off to 155s and 156s with Roberts trying to keep Spencer back while Lawson caught up. "There was a point we were going so slow I thought he was going to run into me. That's as slow as I could go and keep him

behind me. A couple of times he got by entering the chicane by outbraking me," said Roberts.

Roberts had been bothered by an injury to his right forearm and his fitness for a close, fast race on the tortuous track was in question. The slow pace decided that, though. "I could have gone forever at that speed, but no one else could go fast enough," said Roberts.

With eight laps to go, Lawson got past Lucchinelli and quickly opened up a gap on the fading Italian star who had done his job well. "He just got tired. It would have been a good race. I was riding consistently and he stayed ahead of me. The rear tire came down a lot. It slid a lot. It had a tendency to go off more than normal. And when I shifted into sixth it would stutter and pop, but the suspension was good and the engine was good. I just started out really slow," said Lawson.

"At the beginning of the race I wanted to put some distance between myself and Lawson," said Spencer after the race. "I knew Kenny would be up there. The lap boards were reading plus 8, plus 7, plus 6 and it got close at the end. I couldn't go any slower. Any slower and I'd have been battling with Lawson. I knew exactly where everybody was every lap of the race."

Of Lucchinelli's helping efforts, he said, "I think Marco was trying. It'd be like me racing in Shreveport."

Mamola was trying to break away from his personal battle without much luck. "I could beat Fontan and Roche on lap times, but they would get me through the chicanes. Roche is the sort of rider that needs somebody to drag him around. He was a little bit hesitant. That was the first time that he'd ridden the factory bikes. Going up the hill was the only place to pass him."

Mamola settled into fifth two laps from the end and up front the lap boards were telling the story that Spencer wanted to read. Lawson would close to six seconds behind Spencer, but to those watching it seemed much closer. But it wasn't enough to keep Freddie from the title. Lawson's small consolation was his move into fourth in the final point standings; making Americans 1-2-3-4.

Roberts and Spencer both finished with wheelies, Roberts crossing the line 1.23 seconds ahead of Spencer. They continued around the track on their real wheels, setting them down at the end for the podium ceremony which was more subdued than most.

"For six months I've been leading this thing. This is sort of an anticlimax," said Spencer. "It's a relief that it's over. The last half lap I knew I wouldn't get him. If only I'd have gotten going earlier."

"We were rubbing arms a lot out there. Sometimes it was hairy. He wanted to go around me on the outside and I could have moved out on him, but you can do that anywhere. If you have to do that to win then it's not worth winning the race," said Roberts. "Every time I picked up a second, he'd find some way to make it up."

Asked about his constantly stated retirement plans, Roberts said, "Unless they change the schedule and put more races in California, I'm set. My kids need me now and I can't be away from them for six months at a time."

The question was put to Spencer as to when he knew he had the championship. "When I came out of the last corner on the straightaway. I didn't want to do anything to jeopardize it. It was exactly how I planned."

After his post-race press conference Spencer cleaned up and got ready to head off for the Honda victory party. Someone shook his hand as he was getting in his car and said, "Congratulations, Champ." Kanemoto, who was getting in the car also, paused for a second and, with a smile, said, "I guess we'll have to call him 'Champ' now." Indeed you will, but the Championship belongs to Erv also and, after all, Kenny didn't lose the Championship because he didn't have it.

And as a testament to the intensely competitive title, one Honda mechanic remarked, "Who'd have thought that you could win six races and still finish second?"

Who thought, indeed?

Results

500cc: 1. Kenny Roberts (Yam); 2. Freddie (Hon); 3. Eddie Lawson (Yam); 4. Marco Lucchinelli (Hon); 5. Randy Mamola (Suz); 6. Marc Fontan (Yam); 7. Raymond Roche (Hon); 8. Boet Van Dulmen (Suz); 9. Ron Haslam (Hon); 10. Anton Mang (Suz).

FINAL 500cc POINT STANDINGS: 1. Spencer (144); 2. Roberts (142); 3. Mamola (89); 4. Lawson (78); 5. Katayama (77); 6. Fontan (64); 7. Lucchinelli (48); 8. (TIE) Uncini/Haslam/Roche (22).

125cc: 1. Maurizio Vitali (MBA); 2. Muller (MBA); 3. Aldrovandi (MBA); 4. Auinger (MBA); 5. Bianchi (San); 6. Waibel (MBA); 7. Van Kessel (MBA); 8. Perez (MBA); 9. Klein (MBA); 10. Straver (MBA).

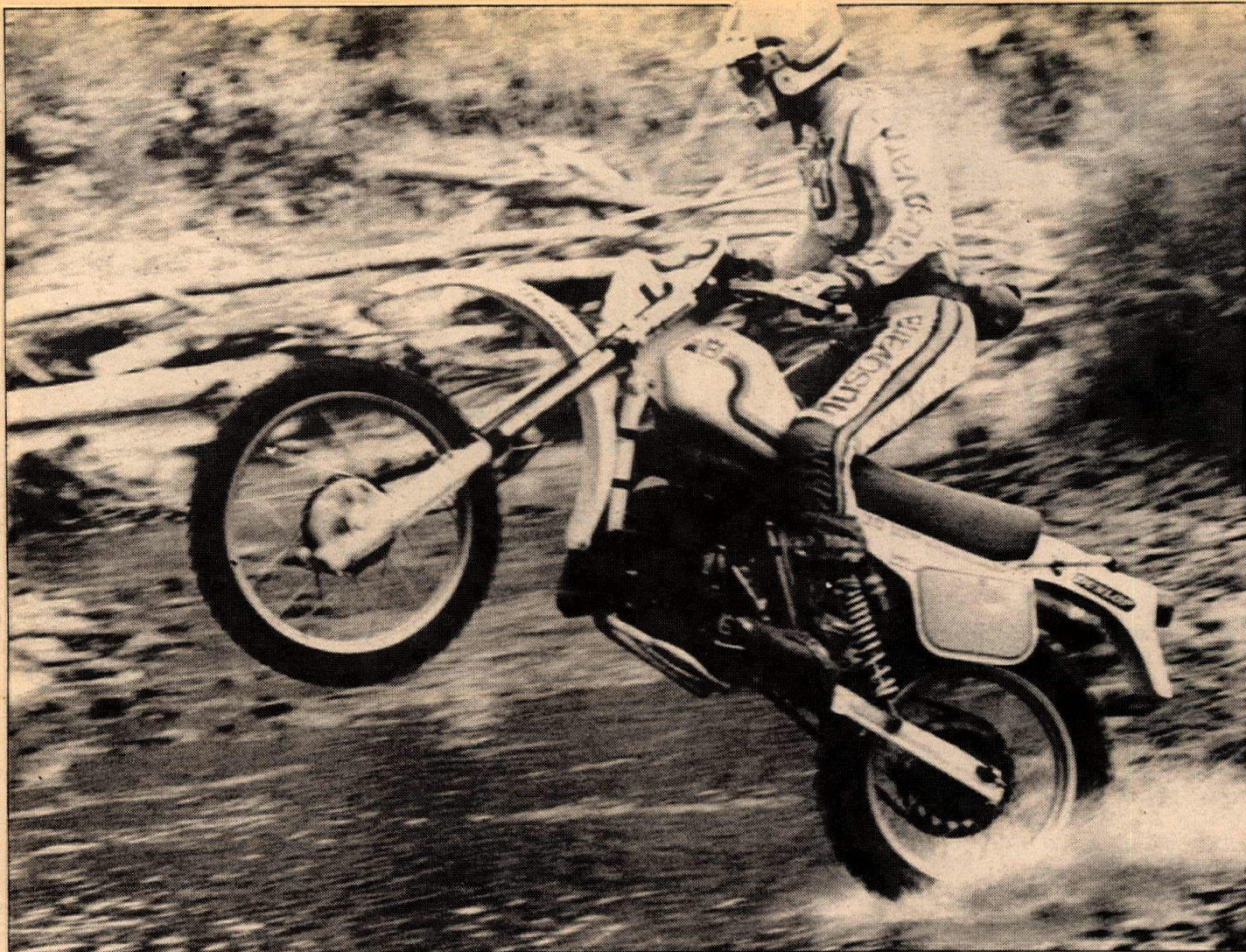
FINAL 125cc POINT STANDINGS: 1. Nieto (102); 2. Kneubuhler (76); 3. Lazzarini (67); 4. Vitali (59); 5. Tormo (52).

50cc: 1. Ricardo Tormo (Gar); 2. Stefan Dorflinger (Kre); 3. Lusuardi (Vil); 4. Timmer (Cas); 5. Klein (FKN).

FINAL 50cc POINT STANDINGS: 1. Dorflinger (81); 2. Lazzarini (69); 3. Lusuardi (38); 4. Spaan (34); 5. Looyenstein (24).

SIDECARS: 1. Biland/Waltisberg (LCR); 2. Michel/Monchaud (LCR); 3. Schwarzel/Huber (Yam); 4. Streuer/Schneiders (LCR); 5. Jones/Ayres (LCR).

FINAL SIDECAR POINT STANDINGS: 1. Biland/Waltisberg (98); 2. Streuer/Schneiders (72); 3. Schwarzel/Huber (67); 4. Michel/Monchaud (57); 5. Kumano/Kunio (39).



(Above) Mike Melton splashed his way to the overall victory at the Rattlesnake 100, almost assuring himself the National Championship. (Top right) Kevin Hine's 10-minute clutch replacement helped him win the AA class.

AMA National Championship Enduro Series: Round 9

Melton on top at Rattlesnake 100

By Merle Acord

WINTERSET, IA, SEPT. 4

Team Husqvarna rider Mike Melton, aboard a 430 WR, dropped 30 points through 102-miles and 15 checks for the overall trophy at the Rattlesnake 100 National. Melton needs only to finish in the top five in one of the remaining three Nationals to become the 1983 National Enduro Champion.

"I certainly feel better now than I did at this time last year," said Melton, after receiving his overall trophy and handmade rattlesnakeskin belt buckle. When asked about the race between himself and defending Champion Terry Cunningham, Mike said, "I knew T.C. could win it, but I sure wasn't going to give it to him like I did last year. What I mean is he is having a tough year; all those things that are happening to him now happened to me last year."

"I need to overall the remaining four Nationals and that includes Winterset, if I'm going to win the championship again," said Cunningham prior to the run. "Only 10 Nationals count toward the final score and I DNF one this spring and missed another when I broke my thumb and there are only 12 events. I can look back on the season and see some things I would like to do different but that's all history and you can't change history."

Cunningham put his game plan into action and was leading the Rattlesnake 100 in dropped points, when four miles from the final check the fire went out in his experimental Husqvarna AEO 500. It was a distraught and disappointed champion that climbed from the pickup used to carry the big-bore automatic to the club grounds.

Kevin Hines, on a Husky 430 WR, finished seven points behind Melton for first double A but at the end of the first loop was seen doing a 10-minute replacement of the clutch discs. "I didn't have a choice," said the Weston, Maine, team Husky pilot, "It was just like I was riding one of the automatics."

Team Can-Am rider John Martin retained his third-place slot in the point standings by dropping 42 points and finished second in the AA class. When asked about the run, John said, "They had lots of woods and tight trails and it was an exhausting ride. I don't like to ride that fast when I get tired because it can be dangerous. It was a good National, though,

and I enjoyed riding it."

Kawasaki pilot Fritz Kadlec, a transplanted Minnesotan now living in Colorado, was one minute behind Martin at 43.

Mark Hyde, almost the forgotten member of Team Husky due to the battle between Melton and Cunningham, usually rides a 125, but was aboard what he calls his hare scramble iron, a 175, and he dropped 48 points for fifth in the double A's.

The run was laid out in two 50-mile loops starting at the Madison County Fairgrounds on the edge of Winterset. Jim Spencer, president of the sponsoring Des Moines Enduro M.C., along with his two loop captains, Gean Mates and Steve Wallsap, used 15 time checks, several OB's and four resets. "We swapped some of the sections around, and ran some backwards from last year," said Spencer. "Those double A's have phenomenal memories when it comes to trails and terrain, and we were just trying to mix them up a little and take away some points and still keep it rideable for the B riders. We even added a couple of checks in the middle of some long woods sections where we thought the double A's might get hot. But they were too sharp for that."

Melton dropped one point at check three, was five minutes late at check five and nine at check six just before the reset for the gas stop. On the second loop he dropped three at check eight, zeroed the next three checks, then dropped 2-8-1-1 from the 12th through the 15th and final check. All the double A riders zeroed or dropped points at the same checks to attest to the excellent check placement.

Alan Randt, riding a 250cc Husky out of Lansing Cycle, dropped 44 points and picked up the High Point A trophy; he also picked up a red welt around his neck not unlike Clint Eastwood had in all those Italian cowboy movies. "I was burning the edge of the woods next to a wire fence and watching the fence more than the trail . . . right, a vine looped under



my chin and the next second or so I'm doing that 'ahggggggg.' Luckily, the vine broke. Hey, that was hot."

Nice try, Alan, but the "Tough Dude" award goes to Duane Eller, fifth-place finisher in the Open A class. Eller unloaded from his Husky and butted his chin into a tree trunk. It took 17 stitches to close the wound, but the sewing didn't take place until Duane finished riding the remaining 40 miles. To stop the flow of blood, Duane packed the cut with tissue paper then used a piece of duct tape to hold it all together.

Tom Drake, winner of the Open A class with a score of 56, didn't have any lacerations or abrasions, but was complaining about a sore body and how he probably wouldn't be able to get out of bed all next week.

Myron Freund, with a score of 45, moved into the first-place slot of the 250cc A class, vacated by overall A winner Alan Randt. Mike Toole from Pittsburgh, Pennsylvania, was down another five points for second. Bill Gusse, on a Can-Am, who was still feeling the effects of a high-speed get-off at a hare scrambles the week before, finished with a 60 count.

There was some shuffling in the Senior class this year. Clell Furnell, who finished second last year, won the first-place trophy with a score of 75. Dennis Schenk, last year's winner, had tire trouble in the first loop and dropped to third with a score of 87.

Larry Pizzamigo, aboard a 250 Husky, became an instant A class rider by dropping 67 points for the overall B trophy. Second overall Dave Heatherington, on a 200cc Kawasaki, dropped 70.

It's fitting that Mike Melton, whose nickname is "Snake," should virtually wrap-up the 1983 National Enduro Championship at a National named the Rattlesnake 100.

Results

OVERALL: Mike Melton (Hus) 30.
OVERALL A: Alan Randt (Hus) 44.
OVERALL B: Larry Pizzamigo (Hus) 67.
AA: 1. Kevin Hines (Hus); 2. John Martin (C-A); 3. Fritz Kadlec (Kaw); 4. Ron Ribolzi (Hus); 5. Mark Hyde (Hus).
200cc A: 1. John Ware (Kaw); 2. Jack Potter (C-A); 3. Dennis Murphy (Hon); 4. David Wood (Hus); 5. Bruce Catty; 6. Richard Mertes (C-A); 7. David Coulter (Kaw); 8. Mike Detjens (Kaw); 9. Tom Nebelsick (Kaw); 10. Steve Lange (Kaw).
250cc A: 1. Myron Freund (Kaw); 2. Mike Toole (Hus); 3. William Gusse (C-A); 4. John Swartz (Yam); 5. Robert Schnathorst (Kaw); 6. Steve Smigel (Hus); 7. Tim Stanfield (Hus); 8. Randy Harris (Hus).
OPEN A: 1. Tom Drake (Hus); 2. Alvin McCann (Hus); 3. James Combs (Kaw); 4. David Kerwell (Hus); 5. Duane Eller; 6. Ray Cosgrove (Mai); 7. Willis VanZee (Yam); 8. James McCrimmon (Hus); 9. Dan Krumrow (Hon); 10. Ron Less (Hus).
SR: 1. Clell Furnell (Hus); 2. Hugh Black (Hus); 3. Dennis Schenk (Suz); 4. John Schafer (Hus); 5. Avery Shaw (KTM).
SUPER SR: 1. Al Berquist (Hus); 2. Ted Swartz (Hus); 3. Don Burgener (Hon).
125cc B: 1. William Shaffer (Yam); 2. John Boyce (Hus); 3. Richard Ronk (KTM).
200cc B: 1. Dave Heatherington (Kaw); 2. Kevin Wahren (Suz); 3. Mike Jensen (Yam); 4. Jay Munson (Yam); 5. Rick Haley (Yam); 6. Dan Burzek (Hon); 7. Tim Anderson (Suz); 8. James Johnson (Suz); 9. Kyle Dubberke (Suz); 10. Harvey Quick (Hon).
250cc B: 1. Mark Johnson (Kaw); 2. Erik Shafer (Hus); 3. Dennis Mesnard (Hus); 4. Cliff Barber (Hus); 5. Randy Lewis (Kaw); 6. Bob Conn (Yam); 7. Rocky Weaver (C-A); 8. Chuck Neavin (Kaw); 9. Mike Black (Kaw); 10. Richard Tejl (Yam).
OPEN B: 1. Steve Roberts (Hus); 2. Joel Peterson (Hus); 3. Mike Buxton (Hus); 4. Marvin Hettkamp (C-A); 5. Martin Klavins (Oss); 6. Dan Murray (Hon); 7. Brad Melick (Yam); 8. Klec Reamsidner (Hus); 9. Keith Bowden (Hus); 10. Robert Frost (Suz).
FOUR-STROKE: 1. James Leer (Hon); 2. James Smith (C-A); 3. Larry Burhardt (Hon); 4. Jerry Peters (Kaw); 5. Tracy Fackler (Hon).
WOMEN: 1. Diane Soucy (Hus); 2. Diane Burns (Kaw).

TEN YEARS AGO

Controversy raged as dusty conditions forced the 25-lap National mile in Atlanta to be halted on the fourth lap. Positions were awarded based on the order on the fourth lap, and Harley-Davidson rider **Scott Brelsford** took the win, followed by Triumph's **Gary Scott** and **Rex Beauchamp** of the Harley factory team. By finishing sixth, Yamaha's **Kenny Roberts** clinched the 1973 Grand National Championship.

T.C. Christenson (Nor) won the Top Fuel class at an AMA/AMDRA National Drag Bike Championships. Christenson's final run took 8.837 seconds and reached a velocity of 167.87 mph.

Bultaco rider **Bernie Schreiber** turned in the best score for the win in an SCTA observed trials held in Reche Canyon, California. Ten marks back was Montesa's **Marland Whaley**.

The Desert Racing Association held its first Silver Cup race, limited to the top 50 riders in points. Venerable Husky pilot **Gus Paull** took the big silver trophy, followed by **Jim Irby** (Yam) and **Joe LaPorte** (Pen).

The AMA National Motocross Series moved its show to New Orleans, and in the 500cc class it was Gumbo a la Kawasaki as **Brad Lackey** snared the win over Yamaha's **Pierre Karsmakers**. In the 250cc ranks Honda's **Gary Jones** continued his winning ways, taking the victory over Kawasaki teamster **Jim Weinert**.

Mark Smith led a Yamaha sweep of the 250cc Expert class at a Fremont, California, scrambles. Smith was followed by **Steve Eklund** and **Dennis Souza**. There was a Triumph sweep in the 650cc Expert class comprised of **Tom Tyrrell**, **Thorton Smith** and **Scott Pearson**.

Alan Barbic (Yam) won the 250cc GP class at an AFM road race at Sears Point. Kawasaki rider **Karl Cleeton** finished second, followed by Yamaha pilot **Dan Spisak**.

Riding a pair of Pentons, **Dan Turner** turned in a strong performance in a semi-pro motocross at Placerville, California. Turner won the 250cc Expert class and finished second in the 125s behind **Kevin Henry** (Pen).

Bryar Holcomb won the 250cc Expert class at a CMC motocross at Saddleback Park. The Bultaco rider downed Maico pilots **Tommy Croft** and **Rex Staten** to do the deed. In the 125cc Experts Penton riders **Chuck Bower** and **Danny LaPorte** finished 1-2.

The Bureau of Land Management unveiled its interim management plan for the California Desert. Under authority granted them by President **Richard Nixon's** Executive Order 11644, the BLM officially labeled 93% of the desert as off limits to off-road vehicle competition. The BLM also listed 22 specific sites where no ORV use at all would be permitted. Fourteen sites were named open for competition.

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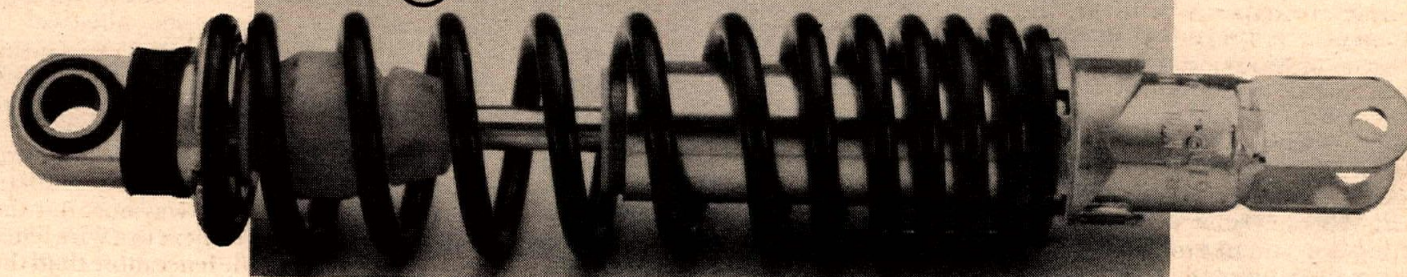
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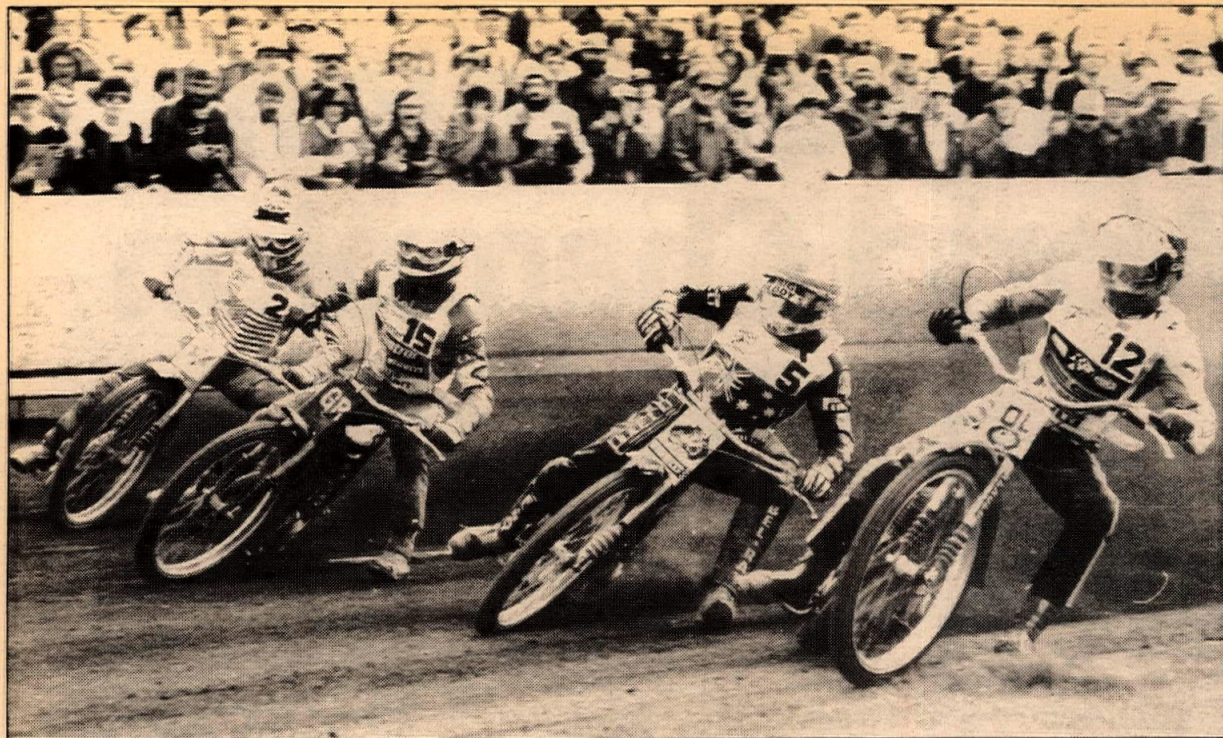
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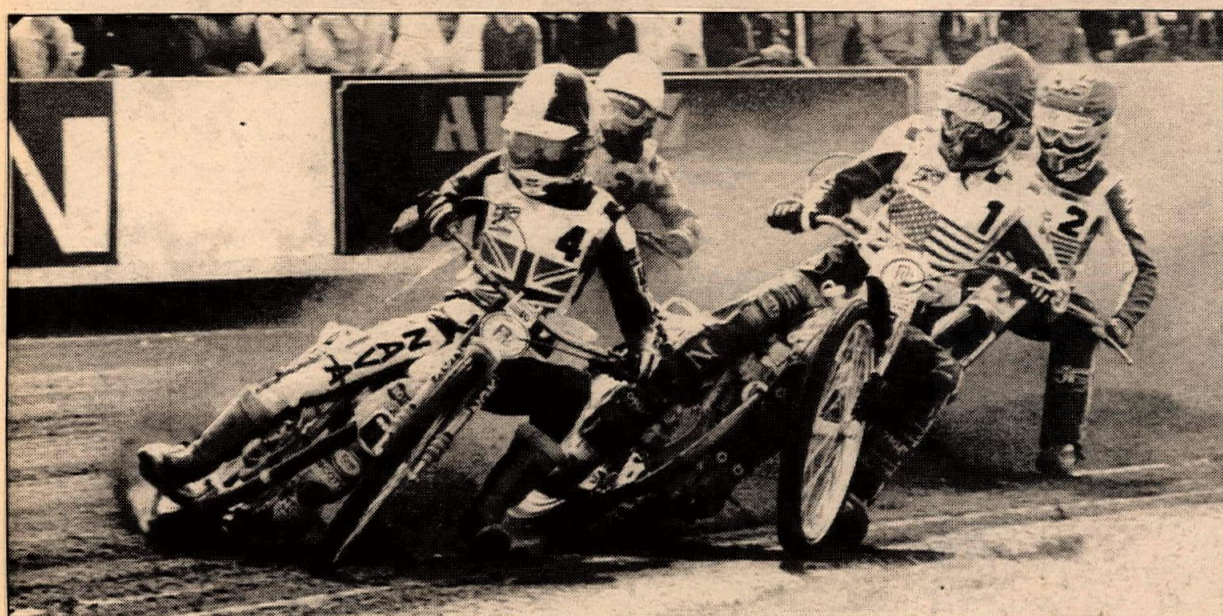


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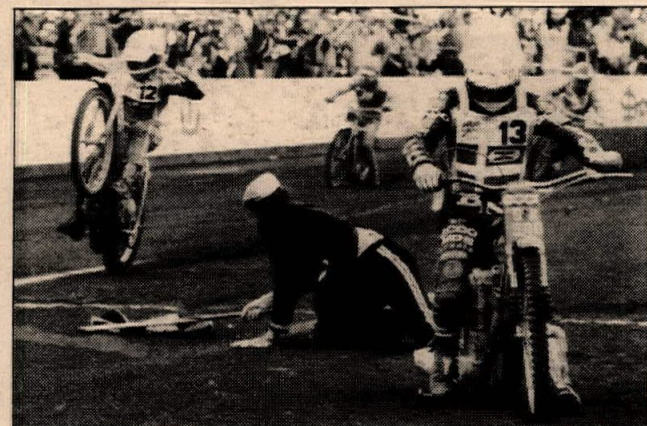




(Above) Winner Egon Muller (12) put in a flawless performance to take the World Speedway Final. (Below) Americans Dennis Sigalos (1) and Lance King (2) rode hard, but finished in eighth and 12th.



(Above) Muller with the victory trophies. (Below) Muller got a lucky break when Hans Nielsen broke.



World Speedway Final

Muller masterful before home crowd

By John Hipkiss

NORDEN, WEST GERMANY, SEPT. 4

America's hold on the World Speedway Championship ended when Bruce Penhall presented his best-kept silverware, the World Speedway Trophy, to the idol of host nation

West Germany, Egon Muller.

Muller, just one of the favorites going into the meeting, received the coveted trophy from the former champion in front of an ecstatic crowd of 50,000. The first West German to ever win the World Speedway title, Muller did it by scoring a maximum of 15 points.

America's hopes rested on Dennis Sigalos and Lance King. Sigalos, regarded by many as Penhall's heir apparent, was not consistent enough to keep the trophy stateside, scoring eight points for eighth place. That was far below what was expected of "Siggy," who finished third in the World Final last year.

King was one of four riders making their World Final debuts, and at 20, he was the youngest. However King had his troubles and only mustered four points for a 12th in the standings.

Sigalos was pushed back into second place in his first ride by a very fast Mike Lee, who now holds the Norden track record. Sigalos could make no impression on the 1980 World Champ and had to settle for second. In the same heat King trailed in last position, unable to make progress on a track more suited for long-track racing than for conventional speedway.

Siggy had to wait for heat nine to win a race, topping Denmark's Erik Gunderson. That gave him six points after three rides, and he realized that would have to wait another year for a crack at the title.

The final blow for Sigalos came after a highly controversial decision to water the track during intermission. They watered the track so thoroughly that conditions changed dramatically, bringing a wave of protest from all the riders. In race 13 Sigalos

was put to the test against the unbeaten Muller and former World Champ Ole Olsen. Sigalos made the trap on Muller off the start as Olsen led into the first turn. However, Muller quickly swept past the American and overhauled Olsen a lap later. By that time, however, Sigalos had been so completely roasted by the muddy spray that he could no longer see. His frustration showed as he made his way back to the pits.

Four races down and six points on his ledger meant that Sigalos wasn't destined for the top three, but his best race came in event 17. The lead changed every lap as Sigalos battled it out for the checkered flag with West German Karl Maier with Kenny Carter way back in third position. However, it was the West German sweeping around Sigalos in the last turn to take the three points for first.

Although Lance King finished with only four points in his first World Final outing, he certainly should not be disappointed with his performance in such class company. His scorecard was somewhat odd, with last-, second-, last-, second-, and last-place finishes in his five rides. His biggest problem seemed to be with his starts, but he still battled hard for his points, and if nothing else, he at least has the "feel" of riding in a World Final.

King's four points came in events six and 14, with runner-up finishes to Kenny Carter and Hans Nielsen.

Australian Billy Sanders, not among the pre-race favorites, surprised a few people by winning his first two events and finishing second in the final three for 12 points and second place. England's Mike "The Bike" Lee

took third with 11 points. Lee started in fine style by winning the opening heat in record time. He finished second to Muller in his second ride and was looking good up until event 12, where a last-place finish virtually killed his chances of the title. Lee won his final race, but a runner-up performance by Sanders avoided a runoff for second.

Without a doubt, Muller was the finest rider on the track on this day. Even when he didn't get the best of starts, his speed and style were superb. Much to the delight of the crowd, Muller wheeled across the line after winning his fifth and final heat. Only one of Muller's wins could be considered lucky; that being the aforementioned fifth heat when he was trailing Hans Nielsen until the Danish rider broke his chain.

Muller was competing with the new Italian G.M. engine, the first time the engine has been used in World Final competition. Muller revealed after the race that he had "road tested" the engine with different cams, covering over 160 miles of country roads with a police escort. With a police escort, and the kind of build-up going into the World Final, is it any wonder that Muller got everything dialed in?

Results

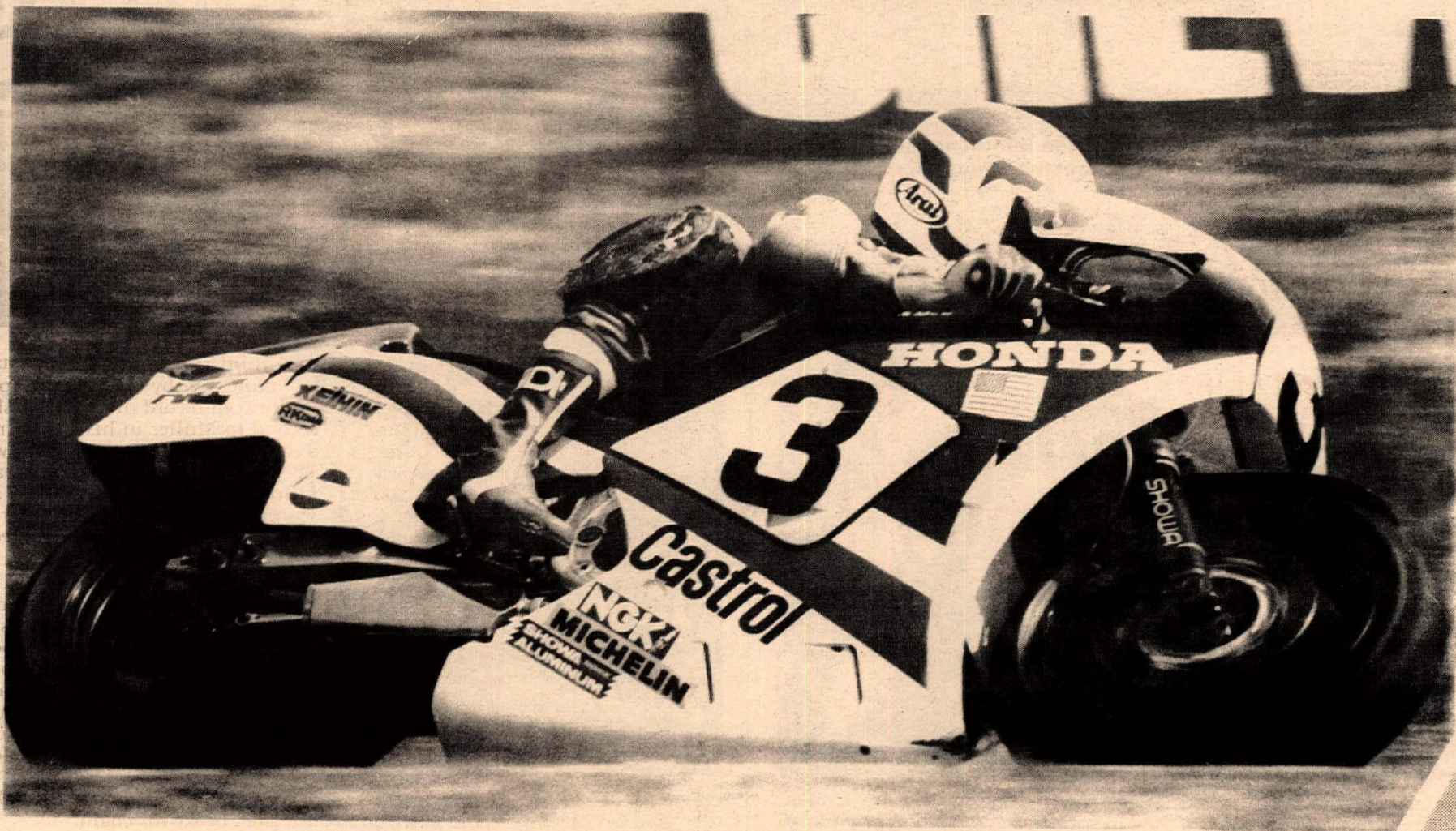
FINAL STANDINGS: 1. Egon Muller, West Germany (15); 2. Billy Sanders, Australia (12); 3. Mike Lee, England (11); 4. Erik Gunderson, Denmark (10); 5. Ole Olsen, Denmark (10); 6. Kenny Carter, England (10); 7. Hans Nielsen, Denmark (9); 8. Dennis Sigalos, USA (8); 9. Karl Maier, West Germany (8); 10. Chris Morton, England (7); 11. Mitch Shirra, New Zealand (7); 12. Lance King, USA (4); 13. Phil Collins, England (4); 14. Antonin Kasper, Czechoslovakia (3); 15. Zenon Plech, Poland (1); 16. Jiri Stancl, Czechoslovakia (1).

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September 21, 1983 EYE NEWS

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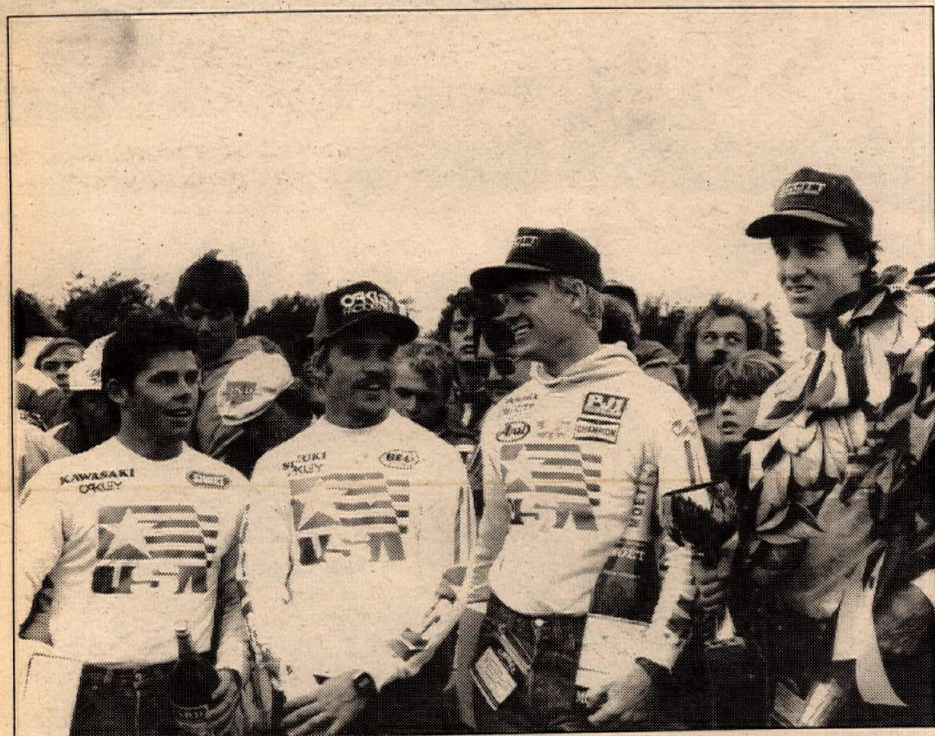
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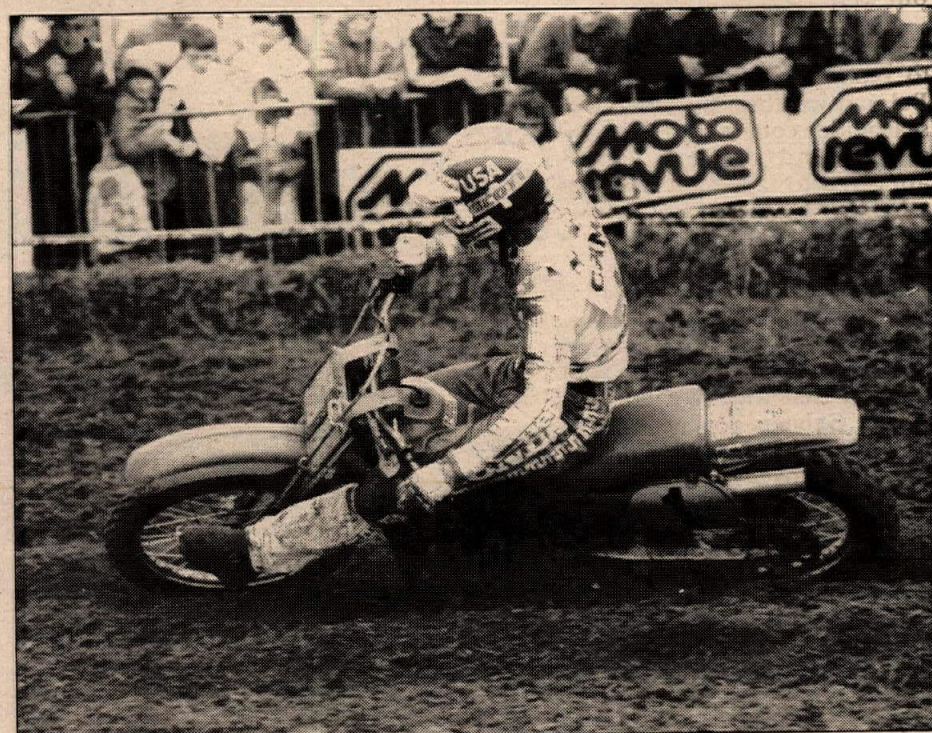
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Mark Barnett (2) and Broc Glover (4) lead the international-star-studded pack into the first corner, with Jeff Ward (3) and David Bailey (1) not too far behind. The U.S. team, made up from different manufacturers this year, still dominated the event, winning by 17 points over second-place Belgium.



The members of the winning American team proudly display smiles, wreaths, trophies and champagne--the international symbols for victory.



David Bailey, with three U.S. National titles already under his belt, recorded 4-1 placings in Belgium; good enough for the overall individual win.

Motocross des Nations USA wins again!

By Catherine Eman

ANGREAU, BELGIUM, SEPT. 4

For the third year in a row the American team has won the Motocross des Nations World Championship team motocross race against the best that the Europeans could

throw at them. This time instead of an all-Honda team,

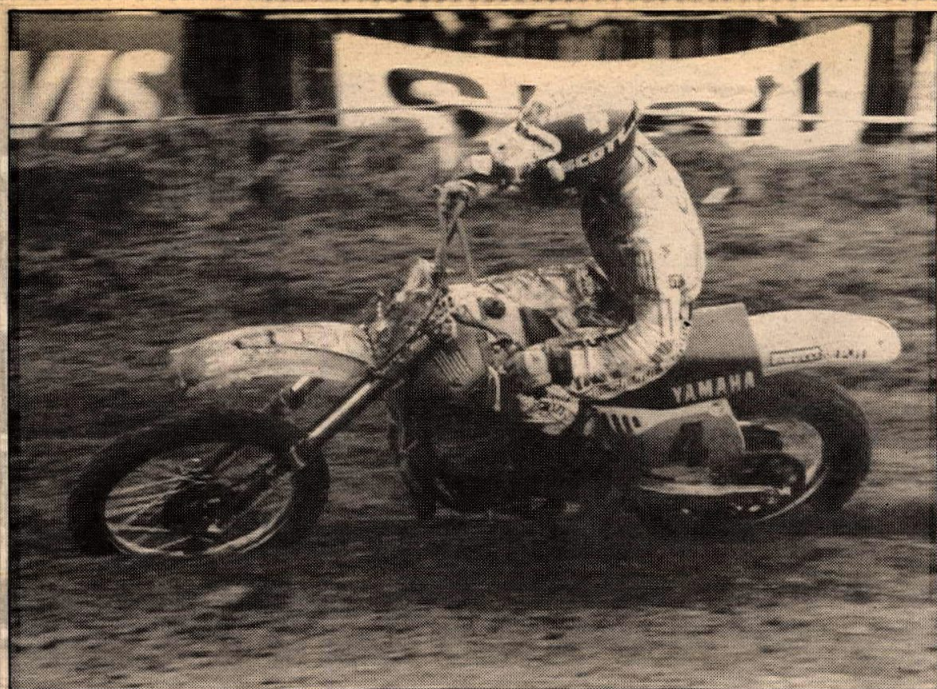
all four Japanese manufacturers were represented. Honda's

David Bailey, Kawasaki's Jeff Ward, Yamaha's Broc Glover and Suzuki's Mark Barnett put together a team effort for a 15 to 32 win over the Belgian team of World Champions Georges Jobe and Eric Geboers, former World Champion Andre Malherbe, and last year's World Championship runner-up Andre Vromans. Third went to the British team of

Dave Thorpe, Dave Watson, Jeremy Whatley and Roger Harvey.

Bailey, the only remaining member from last year's winning team and the recently crowned Supercross/250/Grand National Champion, led the team with 4-1 moto scores good enough for the overall win. "None of us really knew what to expect," he said. "I was more nervous this year because last year I came over with not that much time — so I didn't have time to think about it that much."

Ward's 2-4 scores gave him second overall on the unfamiliar 500cc machine tuned by Mike McAndrews. "I haven't ridden the 500s much so I was kind of lost. But I like riding them and everything went pretty good."



Broc Glover easily won the first moto on the slippery Angreau track, but a fall and a reluctant-to-start motorcycle netted him a second-moto 13th.

Glover won the first moto, but fell in the second one and finished 13th. "The first race was pretty good, but the second wasn't such a good race. After I fell I couldn't get the bike started and a bunch of guys got past me."

And Barnett took a third in the second moto after pulling out of the first moto with a broken shock before re-entering the race. "Before coming over here to Europe I wanted to do real good, but when the shock broke it was a real bummer because I didn't finish like I wanted to. It's a team race and the other guys won so it turned out well."

Sunday morning's weather and track conditions were not conducive to racing. Typically gray and wet Belgian weather combined with unseasonable cold made the rocky track a slick and slippery handful. It appeared to favor the Belgians, but when the gate dropped and the pack had rounded the first turn, it was America 1-2-3-4.

With the shield of invincibility around the World Champion-studded Belgian team pierced, the Yanks set out in the second moto to reinforce the fact that they're the best in the world. Geboers got the holeshot followed by Bailey, Ward, Vromans and Barnett. Glover got a good start that soon went bad. "In the first turn the pack swept wide and I was the guy on the outside. I was out in the grass in fifth or sixth place. When we came down to make the turn, Jobe knew I was there and ran me up in the banners. The pack went by and I was in about 15th or 20th place," Glover explained.

Bailey stuck to Geboers, taking over the lead at about the 15-minute mark. "When Geboers took the holeshot I thought he'd pull away from me and I wouldn't be able to catch him. But I got closer when he crashed on the seventh lap and I knew I could get him. I decided to let Barnett by to catch him and put some pressure on him, which he did. I stayed with Barnett to see what kind of line he had to make our team effort stronger. We both caught back up to Geboers and I think that made him nervous because he knew he pretty much had to win and for his teammates to do really well so he was trying as hard as he could."

"It was raining and the track was really slippery," Ward added, "and we knew he was going to crash and he did. He fell back to 16th place."

Vromans was the next-best Belgian with Jobe and Malherbe trying to atone for bad starts. The top two teams were obvious from the start,

but third was still to be decided and Thorpe and Whatley were doing their best to put the Union Jack on the victory stand, staying in the top 10 with their teammates just outside.

Glover had moved back up into seventh when he came up on Thorpe. "Thorpe and I were going at it. I cut under him in a turn and as soon as I cut, I fell."

Before taking himself out of the lead, Geboers inadvertently slowed Bailey with vision problems. "We had closed right up to Eric and he went through a berm that kicked a bunch of dirt up in my goggles and the little button that you pull on the roll-off system came off so I had no vision for a few laps. I started pulling stuff across with my hand and the whole thing came undone. I started catching up to him and he stalled in a corner and I passed him."

The top six spots belonged to the Americans and Belgians with the order reading Bailey, Vromans, Ward, Barnett, Jobe and Malherbe.

Coming to the finish line, Ward took the checkered flag and backed off, but the timing light was past the flag so he was nipped by Barnett for third. Either way it was Americans 1-3-4 and that was more than enough for the victory. The Belgians finished 2-5-6 with Geboers finishing 16th after the spill. It looked easy, but according to Glover it wasn't.

"It's terribly deceiving what the American public thinks. They think we come over here and walk away with it. We expected a little more competition. This was their best team," he said.

Bailey agreed: "I knew it would be tough because last year Jobe was strong, but he was replacing Malherbe and Malherbe was stronger than anybody else. And also last year Everts had some wrist problems and Jobe broke his foot in the second race. It was the top four riders this year."

Barnett led Glover, Ward and Bailey with Malherbe the first European. But any thoughts of a cakewalk were erased by a pair of mechanical problems. The shock on Barnett's Jeff Clark-prepped Suzuki broke just past the mechanic's area, jamming the rear tire against the airbox. He had to lift up the rear end of the bike and improvise to get it back to the pits. At about the same time Bailey was noticing trouble with the gearbox on his Cliff White-tuned Honda.

"On the second lap—on the straightaway—it wouldn't stay in fourth when I shifted; it would go back to third. And at first I thought it was my fault, but then I realized it was the transmission, so I just used second and



(Top) Jeff Ward put in good rides to take the second-best score. (Above) Mark Barnett's third in the second moto helped the American effort.

third and took it easy on the straights," Bailey said.

Malherbe, the runner-up in this year's 500cc World Championship, was moving forward and took the lead only to pitch it away on the front straightaway, letting the Americans back in front. Barnett rejoined the fray after being out for a few laps, just as his teammates were coming by. He let Glover and Ward past, and stuck behind them, frustrating Jobe who was trying to get the lead.

"They should have blue-flagged him because he was a lapped rider and they should have let me by. Actually, they should have taken him out of the race because he didn't do enough laps," said Jobe.

But American team manager Roger DeCoster countered by saying, "Since this is a team race and every score counts, what he did was legal. The rules say that he has to finish within three laps of the leader, which he did."

Glover took the win on his Jon Rosenstiel-tuned Yamaha by five seconds over teammate Ward, who had the same margin on Jobe. Bailey was just behind in fourth with Arno Dreschel of West Germany fifth ahead of Geboers and Watson.

When the scores were tallied by the Olympic method, the Americans held a 7-19 advantage.

"After taking the lead and an easy win in this moto, we feel a lot better about the second one," said Bailey.

The Belgians wouldn't give up, however. Jobe said, "If it wasn't for Barnett coming back into the race and slowing me down and keeping me away from Ward and Glover, I could have won the race."

Comparing last year's American effort to this year's, Bailey said, "It was easier with an all-Honda team. It was just easier for the riders to communicate and for the mechanics. This year everything had to be kept separate. It was easier to organize things last year and it was less individual stress so the spirit was a little bit higher. This year the riders are a faster team."

DeCoster attributed the rise in the American motocross status to Super-cross, where reflexes are sharpened and starts are crucial. Ward concurred saying, "They don't worry so much about the start since they have more time to move up, but we go for it."

To complete the sweep as they have the past two years, the Americans have to take the Trophee des Nations for the 250s in Czechoslovakia next week. They don't lack confidence.

"We can really smoke them on the 250s," said Ward.

"Next week all of our 250s are going to be a little superior and we're more used to the 250 machines so it should be stronger," Bailey, the multi-champion, said.

But after winning with half the points of the next best team, how much stronger do they need to be? •

Results

1st MOTO: 1. Broc Glover (Yam); 2. Jeff Ward (Kaw); 3. Georges Jobe (Suz); 4. David Bailey (Hon); 5. Arno Dreschel (Hon); 6. Eric Geboers (Suz); 7. Dave Watson (Yam); 8. Jeremy Whatley (Suz); 9. Johan Martens (Yam); 10. Andre Vromans (Suz).
2nd MOTO: 1. David Bailey (Hon); 2. Andre Vromans (Suz); 3. Mark Barnett (Suz); 4. Jeff Ward (Kaw); 5. Georges Jobe (Suz); 6. Andre Malherbe (Hon); 7. Dave Thorpe (Hon); 8. Jaak Van Velthoven (KTM); 9. Jeremy Whatley (Suz); 10. Arno Dreschel (Hon).

OVERALL: 1. USA (15); 2. Belgium (32); 3. Great Britain (54); 4. Luxembourg (78); 5. West Germany (97); 6. France (111); 7. Italy (120).



Warren Reid (6) and Rick Johnson (8) got lots of air time at Saddleback.



(Top) Reid's 2-1 tally in Open Pro gave him the win in front of Johnson. (Above) Johnson slides through a turn with Don Griewe in close pursuit.

Reid's valves tops at CMC Four-Stroke Championship

By Kenneth Stein
ORANGE, CA, SEPT. 4

Revenge was sweet for Warren Reid as he took top honors in Continental Motorsport Club's Trick Racing Gas/Pro-Tec-sponsored Four-Stroke Championship. Riding on Sad-

dleback's Baja course on a White Bros.-prepped Yamaha, Reid picked up CMC's exclusive four-stroke plaque and most of the purse in the Open Pro class.

It didn't start out like a good race day for Reid. After a poor start in the first moto, he found himself running sixth after one lap in the nine-man field. Don Griewe's White Bros. Yammie led Ricky Johnson's Pro-Tec-massaged Yamaha for the first lap. Then Johnson set the controls to "gone," and that was that. Reid wasted no time picking off riders, and on the seventh lap caught Micky Dymond on a mostly stock borrowed Yamaha for second.

Picking off mortal riders is one thing. Catching Johnson is another. Although Reid closed the gap toward the end, Johnson's lead proved insurmountable.

Reid holeshot the second moto while Johnson ran into starting-gate

trouble. It took just over two laps for Ricky to pull up behind Reid. The pair held their own little race, well in front of third-placed Griewe. "I didn't even know he was back there until about five laps to go," explained Reid. "Then I hit these powdery berms just right to kick up all kinds of dust, so he'd have to guess where to go."

The dust didn't bother Johnson. It did bother his bike, and that bothered him. His air filter, which apparently wasn't cleaned after the first moto, caught the brunt of Reid's tactics. His bike began sputtering just when he needed it most. The best Johnson could do was chase Reid's bike all the way to the checkers.

Reid acknowledged that his bike, too, began running rough near the end, but added with a smile, "I'm just glad I got revenge for the last one."

The 500cc Pro class featured a pair of riders from the Open Pro class:

Honda-mounted Gary Jones, and David Gerig, on Pro Circuit's trick new Husky with a two-stroke lower end, and no oil pump. The pair finished both motos 1-2, with Gerig on top twice. Third place in the first moto went to former Japanese motocross champion Koji Masuda, on a Suzuki whose engine started life as a DR unit, in a frame with spare 125 and 250RM suspension parts. Unfortunately, Koji didn't start the second moto, but the audience got to see him in action again, as he twice destroyed the Vet Masters class. Third overall in the 500cc class went to "Mr. Bill" Jewell, on Moto Meister's Can-Am Sonic.

The oldest bike on the track was the BSA of Old Timer Master Chuck "Feets" Minert, who wrestled it around fast enough for first overall in his class. Feets then hopped over to the Sidecar class and drove Scott Whitney home to a respectable fifth. Top honors in that group belonged to the team of Schnoor/Langosh, who held off repeated attempts to take the lead from the Whitney/Melillo pair in the second moto.

Keith O'Neal's Honda outclassed the 10-rider field with two firsts in the Mini class.

O'Neal's O'Neal-sponsored ride cleaned up twice in the all-Honda 150-200cc Junior class, too, beating teammate Frank Schettini to the flag each time. Stephanie Jones, the lone woman in the class, and one of four of the Jones clan, finished a healthy fifth overall after bailing in the first turn of the first moto.

Other members of the racing Jones family were the aforementioned Gary, little brother Jason, who rode Minis and papa Don, who took a third overall riding Gary's bike in the Old Timer Sportsman class behind the Yamathumpers of Irwin Moon and Ron Fry.

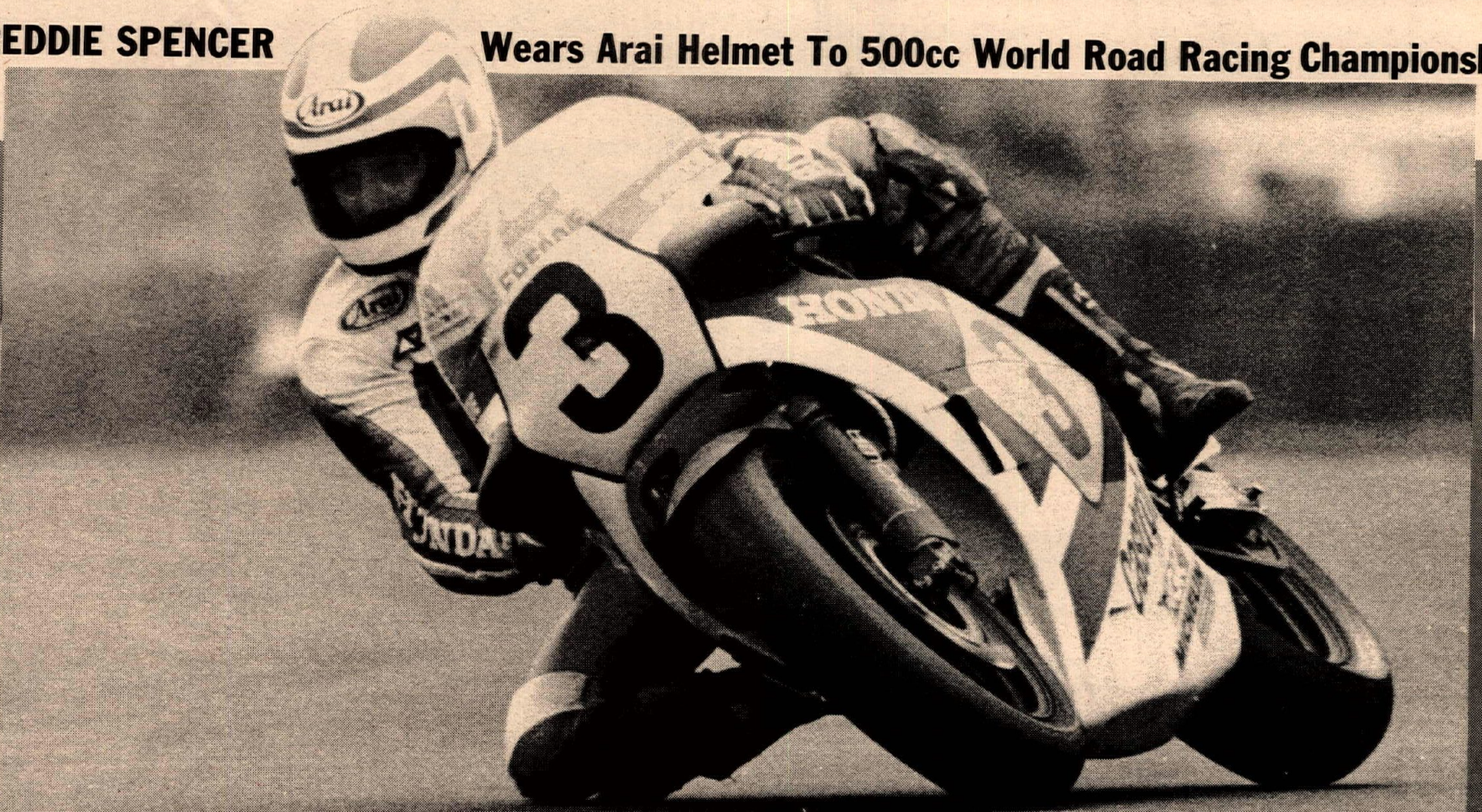
Results

OPEN PRO: 1. Warren Reid (Yam); 2. Rick Johnson (Yam); 3. Don Griewe (Yam).
500 PRO: 1. David Gerig (Hus); 2. Gary Jones (Hon); 3. Bill Jewell (C-A).
500 INT: 1. Dan Manohar (Hon); 2. Chris Badgwell (Hon); 3. Matt Parsons (Hon).
OPEN JR: 1. Jim O'Neal (Yam); 2. Richard Boiteau (Hon); 3. Craig Robertson (Yam).
250 INT: 1. Trey McFarland (Yam); 2. Rodney Davidson (Suz).
350 INT: 1. Roger Hurd (Hon); 2. Jim O'Neal (Hon); 3. Jody Weisel (Hon).
OPEN JR: 1. Matt Parsons (Hon); 2. Karel Kramer (Yam); 3. Ken Corpe (DMS).
350 JR: 1. Jeff McNeely (Hon); 2. Eric Pifer (Hon); 3. Bruce Porter (BPR).
250 JR: 1. Paul Herman (Kaw); 2. Jon Nichols (Hon); 3. Andy Zerbel (Hon).
150-200 JR: 1. Keith O'Neal (Hon); 2. Frank Schettini (Hon); 3. Weldon Nomura (Hon).
MINI: 1. Keith O'Neal (Hon); 2. Kent Elliot (Hon); 3. Mike Drown (Yam).

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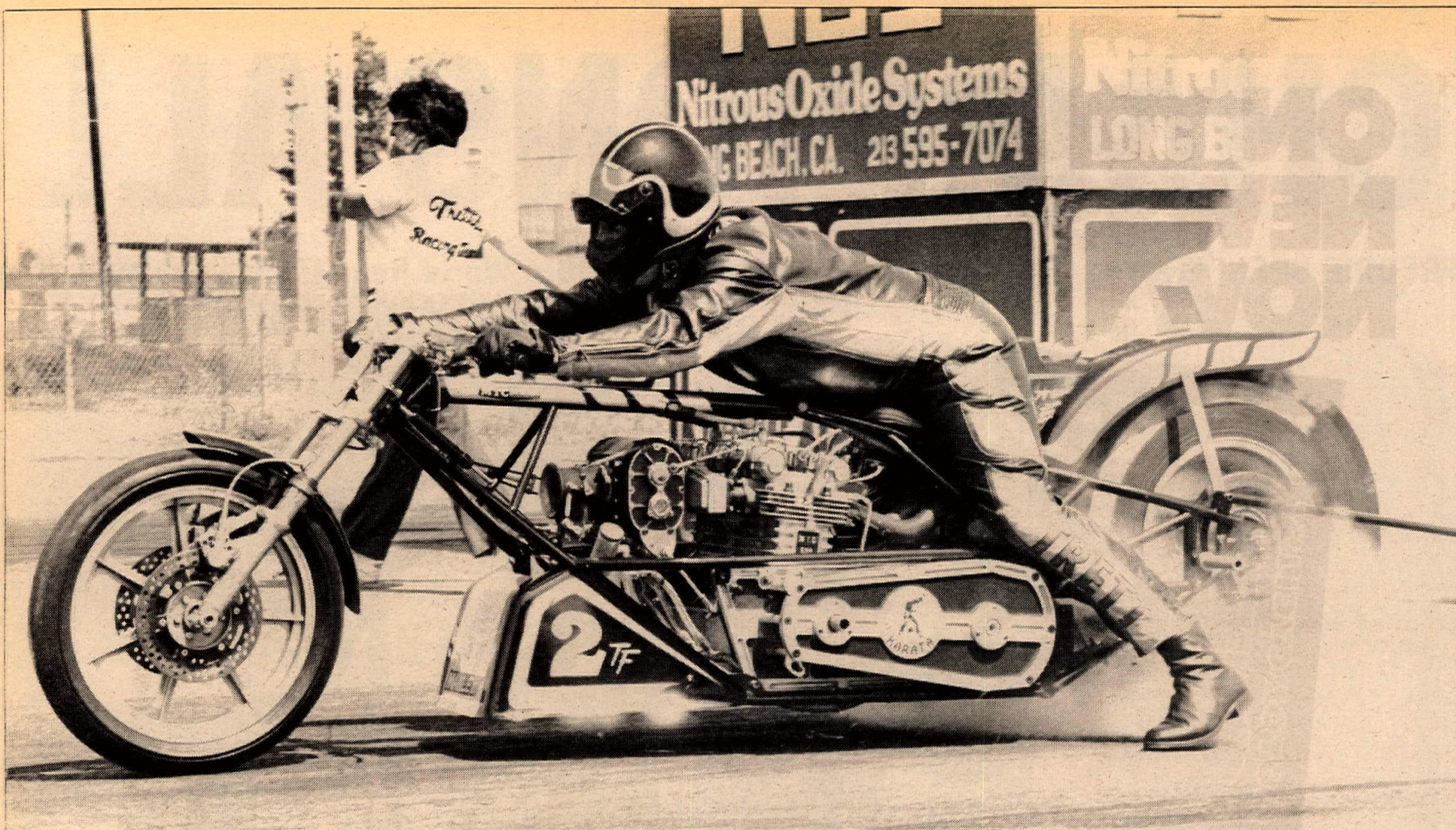
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Road Racing Championship**



Elmer Trett became the first rider to officially post a 200-mph run when he clocked a 201.34 at Indianapolis on his Kawasaki-based Top Fueler.

Trett tops 200 at Indy

By Cheryl Neal

INDIANAPOLIS, IN, SEPT. 3-5

Breaking the 200-miles-per-hour barrier was just one of the events to highlight the fastest field ever in NMRA Top Fuel and Funny Bike competition during the NHRA U.S.

Nationals at Indianapolis Raceway Park over Labor Day weekend. A crowd of over 105,000 was on hand.

The 200 mph barrier was finally broken by a Top Fuel motorcycle for the first time during a sanctioned event. The barrier was overcome by Top Fuel winner Elmer Trett, running at 201.34. This feat alone made the weekend unforgettable for racing fans, but added to this was a new elapsed time record of 7.16 seconds set by Trett. A new mph record was landed by Eraldo Ferracci in Funny Bike at 178.92, with a 191.89 run made on a turbo bike, and with five of eight Funny Bikes running in the seven second bracket, it all added up to having the crowd buzzing with excitement.

Top Fuel qualifying saw eight riders paired off to compete for four available spots.

Saturday fulfilled all expectations and added a few surprises to go along with them. Trett, who attributes his success to his tuners Jackie and Gina, his wife and daughter, was number one as expected. He was followed closely by Bo O'Brochta, on Bill Hahn's Turbo Kawasaki, with a fantastic 7.33/191, which makes it the world's fastest turbo.

The two other spots were taken by the Suzuki of Roland Stuart, and Sam Wills, aboard the Kawasaki that O'Brochta had taken to two championships.

With two days of qualifying open, everyone had time to try out different combinations. The first round, however, told riders it was time to get serious. The bump spot was 7.93 seconds.

Sitting on the outside was a formidable group, including defending National Champion and record holder Terry Vance and his Suzuki.

The first Top Fuel session on Sunday saw Trett turn a 7.16/197.80 to improve his position and set a new NMRA ET record. Vance showed his potential by laying down a 7.336/174.75 to move into the number two position, while Wills improved his ET with a run of 7.455.

The stage was set for the final qualifying session and tension built. Danny Johnson, who had two bikes present, had the one piloted by Paul Ray bumped out after the first qualifying session. The other bike, ridden by Larry McBride, had blown a blower on Saturday. A replacement blower did not arrive in time for McBride to run in Sunday's first session, leaving only the last attempt.

McBride's attempt proved futile,

however, along with the others as the same top four maintained their positions.

The crowd was brought to its feet when Sam Wills recorded a 7.5/208.81. It was quickly ruled by the NHRA finish line officials to be an incorrect clocking. Officials ruled that Wills lofted his front wheel over the first light beam which trips the top speed indicators and set it down prior to the final set of indicator lights.

Funny Bike qualifications opened with Charles Israel not only being number one, but locking down the last position in the Wiseco 7 Second Club, with a 7.925/168.85 pass. He was followed closely by Terry Kizer with a 7.93.

The second session reversed these positions as record holder Kizer laid down a 7.889/166.66 to drop Israel into the number two spot. The next four bikes were within .27 second of the leader.

Sunday's first session showed just how tight the field was as Kizer's 7.889 was only .34 second faster than the number eight qualifier. The stage was set for the final qualifying attempt and it proved to be a thriller as George Bryce and John Sands turned 7.922 and 7.948, respectively, to move into the number two and four spots. This put half the field in the seven-second bracket with the number five qualifier, Eraldo Ferracci, setting a new mph record at 178.92. Craig Burns, aboard a bike he had never seen prior to Saturday, rounded out the field at number eight, only .25 second off pacesetter Kizer.

Monday eliminations saw Funny Bike out first. Ferracci pulled off a major upset by defeating a red-lighting Kizer with a 7.757/175.09 to back his record. (To set a record, a rider must come within 10 percent of his quickest/fastest run during the course of the program.) The other top qualifiers managed to advance as Israel defeated Malloy, Bryce defeated Darryl Eakle and Sands put away Burns.

The semis provided very close racing as Israel defeated Ferracci and

Bryce defeated John Sands to make it an all Kawasaki final which would pit the two friends from Americus, Georgia.

The Top Fuel eliminations found Trett paired against O'Brochta. O'Brochta gambled and lost as he red-lighted. Trett was not to be denied, though, as he became the first member of the Manley 200 mph Club with a 201.34.

The second Top Fuel pair provided its own excitement as Vance defeated Sam Wills and his ailing Kawasaki. The shock in the race came when Vance turned a 7.25 at only 166.66 due to his motor failing at three-quarter track.

Bryce found himself in the Funny Bike final with motor problems that could not be corrected in time. Knowing this, he tried to gamble on the starting light. He lost, however, as the red light gave Israel the win. Israel proved it was not a fluke, though, as he turned an excellent 7.771/170.13.

Vance, after blowing his engine, had partner Byron Hines and half of the people in the pits working on his bike to change the motor prior to the Top Fuel final. Trett, who had no problems, showed an admirable act of sportsmanship by offering to wait on Vance, although it later proved to be unnecessary as Vance's bike was ready and the stage was set.

Trett needed a 199.33 to back up his record and Vance knew he needed an excellent run to win. The green light came on and Vance left the line very quickly. He opened up a commanding lead over Trett, but when Vance pressed the button to shift into high gear, the motor belched fire out the sides, but kept running. Trett, who was on a good run of his own, passed Vance to take the win with a 7.160/199.11 to a losing 7.569/136.36 for Vance.

Trett had failed to back up his record, but he had proved to the world he is the world's quickest and fastest on a motorcycle.

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September 21, 1983 **CYCLE NEWS**

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Domiracer

'You want it, we have it'

By Alan Cathcart
Photos by Bert Shepard & Cathcart

"Here, give me a hand to shift this," said Bob Schanz as he tugged at a packing case of Plus 60 Triumph 650 pistons with "Made in Taiwan" stamped on the side. We lugged it

to one side, exposing a stack of little foot-square wooden crates weathered by age and the moisture of two score monsoons and more. Schanz levered one open, revealing its contents: a brand new cylinder head for an ex-army BSA M20, perfectly preserved in its original packing grease.

"How many more have you got here?" I asked, looking around at the stack of similar crates. "About 30," replied Bob, twirling his handlebar moustache thoughtfully. "Then there's a whole lot of brand new B20 and M20 hubs and brakes as well that we haven't sorted through yet. All this stuff came from India, and the trouble is that the inventory list on parts we get from there usually has about as much resemblance to reality as *Alice in Wonderland*. I hope we got our money's worth!"

Where was I? In some Brit-bike spares shop in England, rooting through the latest pile of unsold, unlisted and, frankly, often unusable and unsuitable obsolete bike parts? Given that I was certainly getting a Cook's tour of what is undoubtedly the world's largest repository of spare parts for vintage and classic British bikes, you might expect so. But no, I was in a vast, well-ordered warehouse

in the USA, near the banks of the Ohio River in Cincinnati, and what I was looking through was simply the latest batch of treasure to be unearthed and saved from the scrap merchant's jaws by Bob Schanz and his company, prior to being sorted through, computer inventoried and included in the next edition of the Accessory Mart Vintage Catalogue.

Schanz, a wiry, intense but likeable man in his mid-50s, has been involved with bikes, and especially British ones, all his life. Originally from Detroit, he worked in advertising before meeting up with Floyd Clymer, who was then about to launch *Cycle* magazine. Schanz became the magazine's first editor, but only lasted a couple of years. "Floyd was tough to work for, but I learned a lot about business from him," explains Schanz. In 1954, Schanz left the magazine and California, returning to Ohio to work for Kelley's in Dayton, one of the biggest Norton, Triumph and BMW dealers in North America at the time.

One thing Schanz learned from Clymer was that you don't get rich working for someone else and accordingly he started his own dealership in 1962, just down the road from Dayton in Cincinnati, again concentrating on British and European bikes. "I figured it made sense

to sell what I knew and liked," said Schanz. The company's name was Domiracer Inc., capitalizing on the newest Norton model, and an indication of Bob's love for competition bikes. "Those were good times. We'd sell bikes all week, then go off scrambling on the weekends. Didn't last, though," said Schanz.

Indeed not, but as selling British bikes became less profitable in the wake of the Japanese invasion, Schanz noticed with some curiosity a commensurate increase in spare parts sales, as owners sought to keep their British bikes on the road and the first signs of the world-wide boom in classic bike enthusiasm appeared. He stopped selling new bikes altogether in 1976 to concentrate on spares, and Schanz has hardly had time to draw a breath since.

Today his business operates under two titles: Accessory Mart caters to retail customers and Domiracer caters to dealers. Both offering virtually anything and everything for vintage and classic bikes of the 1930-70 period.

"Norton spares are still our best sellers out of the more modern bikes, but the older BSA and Triumph stuff goes best," said Schanz. "BSA parts are particularly mobile—we can sell almost anything we can get hold of." How has Schanz amassed the vast collection of parts—current inventory value is over \$8 million—currently held in the Cincinnati warehouse?

"Well, for a start, I've never gone out hunting for parts. I've always found you don't find what you're searching for if you do so. I only buy what I come across, but as we've become better known not only in North America but also overseas,

people tend to contact us if they have something to offer," said Schanz. "We usually only buy complete inventories of classic spares, though there's always exceptions. In 1979, we got a whole container of 1955-72 BSA and Triumph spares from Venezuela, for example. They belonged to the former importer down there, and it took four years of negotiations to strike a deal. Manana!" said Schanz.

"On the other hand, I got a letter from Goa a while back offering a stock of 1946-60 Norton and BSA bits. The price was right, so I cabled the funds. Then it took two whole years simply to get clearance to ship the consignment out of India," said Schanz. "You wonder if it's all worth it, until you open the container and find a brand new Sunbeam exhaust still in the original factory wrappings, as good as new, or a case of Lucas headlamps, or whatever."

Schanz believes he's pretty well cleaned out known inventories of British spares in the U.S.A.—"Aren't six good stocks left I could or would buy"—but feels Canada offers fruitful rewards for prospecting. He recently acquired Harry Firth's Matchless spares inventory from Toronto, one of the largest AMC parts stocks outside of Britain. Also purchased were the entire 1960-75 spares of the former Norton/Triumph importer in Quebec, as well as a vast selection of post-war Royal Enfield parts from Shillingford's, the one-time Philadelphia importer for the marque. He's now casting his net further afield: a recent bulk consignment of World War II and early post-war parts for AMC and other military machines recently arrived from Singapore, and Schanz is now buying up Triumph and Norton parts stocks in Britain as well.

"I find in the United Kingdom I may only get 300 part numbers or so in an inventory," said Schanz. "But there's usually lots of depth—like 200 fuel tanks, or 600 mudguards."

Often these were the hard-to-sell items when the bikes were new, but they are now in demand, thanks to the needs of restorers: thank heavens for non-computerized "wonder-how-many-we-need-of-this" inventory control of the 1960s and before. Until recently, this sort of part had been hard to move in the USA. "People with British bikes were more concerned with getting them looking halfway decent and running properly than with originality," said Schanz. "Now they won't even buy Japanese light bulbs if the original ones are still available—even if it's six times the price and lasts a quarter as long!"

Frequently, though, supplies of a particular part just dry up, which is where the other, expanding side of Schanz's business comes in. "We're getting increasingly involved in commissioning remanufactured parts," said Schanz, "simply because vital spares dried up for particular machines that we held large stocks of other parts for. If people can't use their bikes because, say, there are no pistons or clutches available for their particular model, we would be left with a lot of unsaleable gearbox parts. Once we identified certain key items for which there's a constant need, we went into remanufacturing in a big way."

Hence the oversize Taiwanese pistons for 650 Triumphs. "People don't really care where a part comes from nowadays if they have no choice in the matter," said Schanz, "provided that it's priced right and does the job properly. I'm sorry to say that, with the exception of Wassell, Quaife, MCA and a couple of smaller companies, British manufacturers have proved completely unreliable, and I

don't do much business of this type there any more. I can rely on Japanese and Taiwanese firms to produce what I need on time and to approved quality. Price isn't such a key factor in this market, but they can beat the Brits on that too. Don't get me wrong—I'm one of the biggest Anglophiles around, else I wouldn't be in this business. It depresses me that British companies still seem to think they can pass off inferior parts like pattern exhausts that line up two inches out and are so thinly chromed they rust in the wrappings, at exorbitant prices to overseas buyers, and get away with it."

Quality control is a fetish of Domiracer's policy, and the result of that is some well-made parts from surprising sources. Like Japanese-made Triumph silencers that sell for \$110, with replaceable fiberglass inserts and thicker chrome than the originals. (Schanz keeps at least one example of the original factory part for comparison with his pattern products.) Hard-to-get Commando silencers come from the same source; they're made from thicker metal than the originals, but last longer as a result.

Japan supplies not only exhausts, but also valves, rings, pistons, cables, levers, grips, ammeters, coils, rectifiers, lenses and cables, while from Taiwan come pistons, batteries (the old black Exide type, indistinguishable from the real thing), oil filters, footpeg rubbers, lights, rocker covers, condensers, points and assorted switches. Italy is a good source for replica parts, such as rims, clutches, mudguards and every type of lever available to pattern, while from the United Kingdom come seats, seat-covers, handlebars, gearbox parts and so forth.

"I do get some parts like sprockets and chainguards made in India," said Schanz, "but you have to inspect each individual item closely—at least 15% of what they send is no good. But with everyone, the secret is to find a



than sell. They didn't see it like that." He also warns that if the Lucas wholesale price of an item goes up suddenly, buy it while you can, as it's an advance warning that it's likely to be remaindered soon.

The vast majority of Domiracer/Accessory Mart stock is listed on the firm's own IBM computer, and in turn appears in two enormous catalogs updated annually by one of the 16 employees. One book covers the vintage and classic parts up to 1970 or so, the other lists more recent parts, and both can be purchased at a cost of \$10 each plus a \$3 shipping charge (Write: Accessory Mart, P.O. Box 26116, Cin-

wholesale, but we're getting a lot more retail customers writing to us from everywhere you can imagine. We had a couple of orders from Finland recently I couldn't believe."

The firm's principal business is still to supply the 700 or so British bike dealers in the United States, as well as another 300 worldwide, especially in Australia, New Zealand, the United Kingdom and Scandinavia. Selling coils to Newcastle has become an increasingly expanding business, with enthusiasts in England particularly keen on the otherwise unobtainable parts. "I sold all my Amal bits to Ken Gardner (a Gold Star specialist in England). Where someone reputable wants to specialize in a particular area, I'll help him all I can," said Schanz.

Domiracer's 30,000 square feet of space also houses a burgeoning business in selling complete vintage and classic bikes. Some of them are built up from spares, like the 1954-type TRW Triumph and a 1951-model TR5 I saw there during my visit. But out of the constantly-changing stock of around 200 machines (many of which are pictured in the Accessory Mart catalog), there are some real prizes: at one time Schanz had two of the only three desmo 125 Ducati twins ever made. "I'm a Ducati freak. I have 18 singles back at the house, and if it wasn't that we've enough on our plate right now taking care of British bikes, I'd get into spares for them too. Maybe soon!" said Schanz.

He likes Zundapp 601 twins too, restored himself, plus no less than ten Ariel Square Fours, including two of the rare ohc 600s; Domiracer stocks Italian-made piston sets for the 1000cc version, by the way.

Schanz secures his complete bike stock—prices for which seem very reasonable—from all over the world, including the United Kingdom which he visits on a buying trip at least once a year. He showed me an Excelsior Manxman racer from Lancashire snuggled next to a two-stroke Velocette GTP he had purchased from a British enthusiast, with a brace of Matchless Silver Hawks found in South America sitting alongside. Ali Baba's cave had nothing on this!

A batch of 60 ex-Dutch Army Matchless singles had been obtained last year and only a few remain. "In this particular case we were able to

offer a better spares back-up than most new bike manufacturers can today," joked Schanz.

Schanz has no plans to diversify into early Japanese bike spares. "Someone else should do that, and I'll wish them well and give them every help," said Schanz. When, as sometimes occurs, he gets offered a consignment of Japanese bike parts, he passes them on to other dealers. "We're dropping everything except European and 90% British parts," he said. He plans to start producing workshop manuals and owners' handbooks for vintage and classic machines, to ensure people know how to work on the bikes and use them. Meantime, in a masterly piece of attention-grabbing, each year he sends out to the many thousands on his mailing list a facsimile color poster from the classic period. Last year it was a superb 1953 Matchless Earl's Court Show version celebrating the coming of the 'second Elizabethan age' (the Queen was crowned that year) by standing Sir Francis Drake next to a 500 Clubman's single in glorious Technicolor black! In 1981 the poster was the 1960 Isle of Man Tourist Board one for the TT. On the reverse of the posters is a list of goodies from the Domiracer/Accessory Mart catalogs at special sale prices.

Bob Schanz doubtless has his detractors, people that are either jealous of the energetic growth of his enterprise, or those who mysteriously believe that the multi-million dollar commitment he's made to the vintage and classic movement in some old warehouse, likely as not in a third world country, until it got junked. And as for remanufacturing pattern parts, I can't see how that's anything but a valuable service to old bike enthusiasts. Perhaps someone else would like to tie up ten grand on having a batch of Norton pistons made that might sit on the shelf for anything up to five years or more? We aim to be able to supply any part you may reasonably need for a classic British bike off the shelf, and that takes the two Cs—capital and commitment. All we ask in return is the support of dealers and enthusiasts to help us help them keep British bikes on the road."



good supplier and then make sure he knows exactly what you want. I've found most of the ones I need."

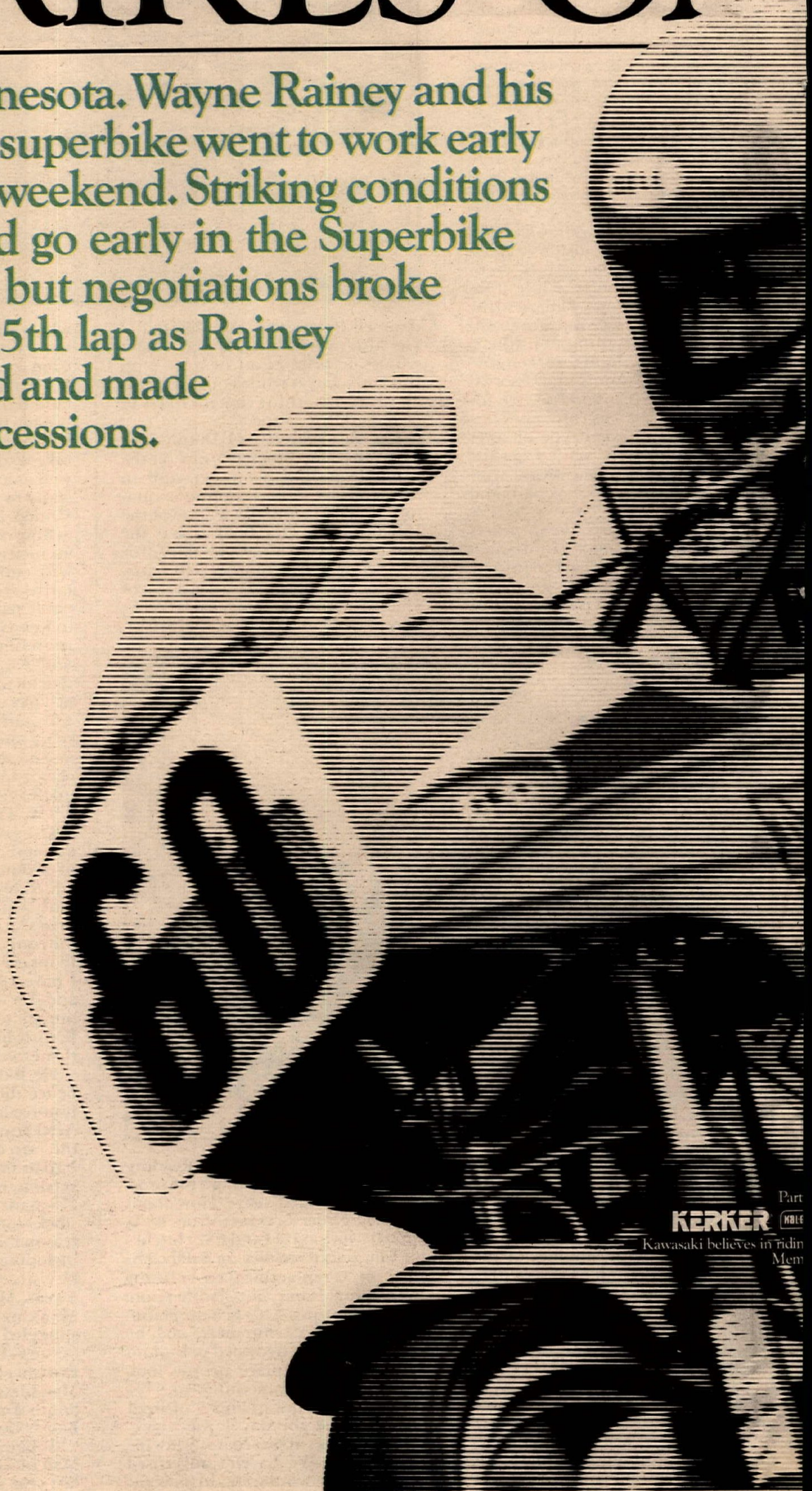
Why not use the original manufacturers, if they're still in business? Schanz roared with laughter at the question. "I went to Joe Lucas with a vast list of obsolete parts for which we had people literally begging us to supply them. I had patterns for almost everything. They were only interested in supplying us with what they had in stock—and at prices which were literally three times what the Japanese wanted to charge for identical copies which worked better and were more reliable. I thought I'd be doing them a favor by relieving them of old stock they'll probably junk rather

cinnati, OH 45226-0116). Reading them is like leafing through the prospectus of Ali Baba's cave. How about complete girder forks for thirties BSAs at \$160, Norton 16H and ES2 clutches for \$45, Lycett saddles for \$100 complete, or "a replacement cover fitting the original frame, but of rather poor quality" for just \$10? Schanz claims over 30,000 part numbers, and he appears to have succeeded in his aim to "be the first place people look when they want something."

Judging by the quantity of mail they received the day I was there, Domiracer has achieved a worldwide reputation. "We haven't advertised much, but the word seems to have got around. Our business used to be 90%

RAI STRIKES ON

Brainerd, Minnesota. Wayne Rainey and his Kawasaki GPz superbike went to work early on Labor Day weekend. Striking conditions were touch and go early in the Superbike confrontation, but negotiations broke down on the 15th lap as Rainey took command and made no further concessions.



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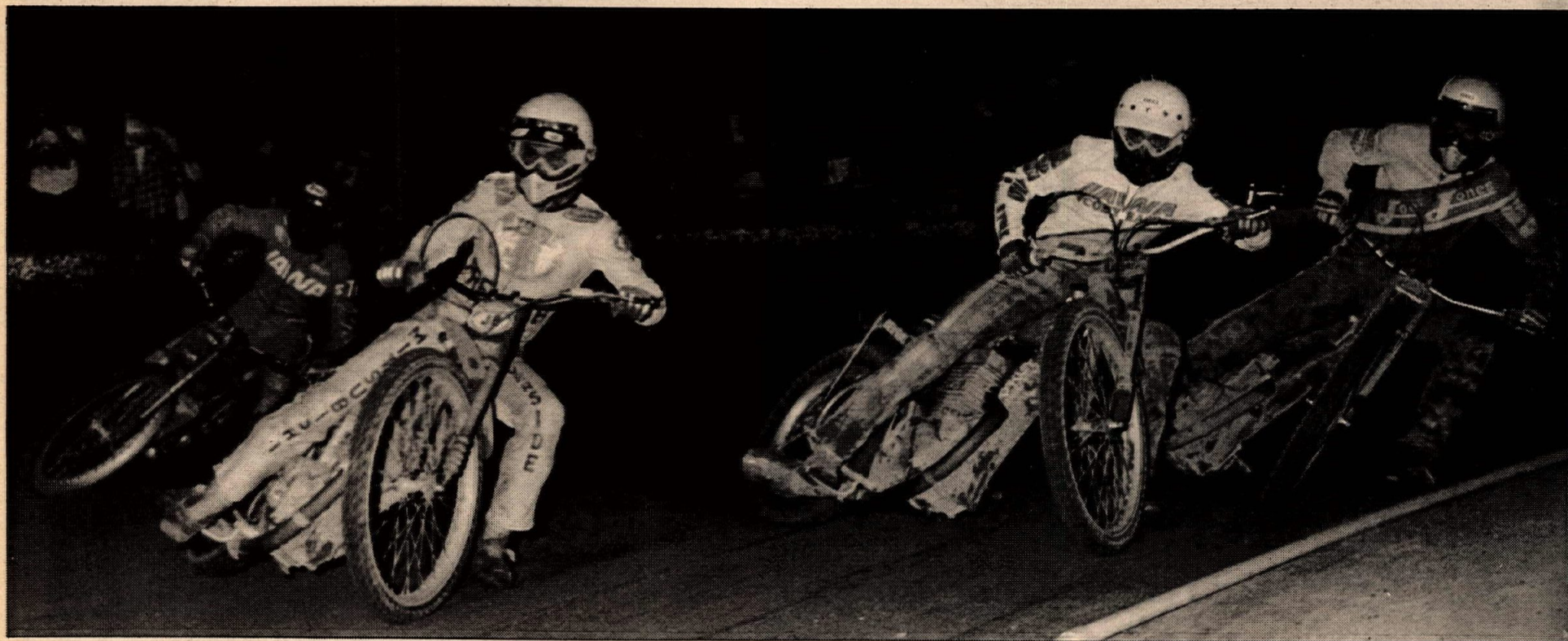
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SPEEDWAY WEEK



As per usual, multi-time Champion Mike Bast grabs the holeshot on the way to the Scratch main win at Costa Mesa.



John Cook teamed with Dubb Ferrell for second in pairs at Ventura.

Pfetzing/Ermolenko are State Best Pair

By Bill Locey

VENTURA, CA, SEPT. 6

A pair of Tuesday-night regulars, Rob Pfetzing and Sam Ermolenko, won the problem-plagued California State Best Pairs Championship at the final two-wheeled evening of '83 at the Ventura Raceway. The winners had no problems as they compiled a perfect score of 25, four points better than the runners-up, John Cook and Dubb Ferrell.

A pairs championship format features seven pairs racing every other pair once over 21 races. The first problem of the night started when Kelly Moran, among others, changed his mind about riding, plus an injury to Buddy Robinson limited the lineup of six pairs instead of seven. This knocked out six races right off the bat. Then, midway through the program, two of the favorites, Mike Faria and Steve Lucero, left in a tizzy after disagreeing with the referee's decision.

The actual racing itself was just fine, particularly when a pair of good pairs were on the track. Pairs racing, which is basic team racing, was showcased in the very first race when Cook

and Ferrell got the lead. One took the high road, the other the low road; there was nowhere for Ron Blanton or Ed Castro to pass. The result was a 5-1 win for the Cook team.

The next race was two races in one. Faria got the gate and spent the rest of the race holding off the wild outside moves of John Sandona. Several lengths back, Brad Oxley was holding Steve Lucero in last; at least until Oxley crashed coming out of four. Oxley's crash cost his team a 3-3 standoff and gave Faria's team a 4-2 edge.

As the draw would have it, Ermolenko's team faced a tough challenge first time out against Faria and Lucero. Faria and Lucero took an early lead as they went around turn one. But Pfetzing and Ermolenko are the best come-from-behind riders at this track, and by turn four they had both passed Lucero on the outside. Just as Pfetzing made a turn-two inside move on Faria, the track champ broke his footpeg and was slowed considerably. Lucero managed third ahead of his partner, but it was a 5-1 win for Pfetzing's team.

Next time out, Pfetzing and "Sudden Sam" found themselves in third and fourth behind a streaking Bobby McLain and Tim McCasland. That lasted another lap or so, just long enough for Pfetzing and Ermolenko to go nuts on the outside and pass. In the controversial race of the night, Faria was gone, leaving his buddy Lucero to deal with a charging Ed Castro. The lead changed hands a few times, and after a few bumps, they came together in turn one and Castro went down in a cloud of dust. Referee Andy Cadotti disqualified Lucero for rough riding, taking away his two points and giving him zero in return. After an argument, Faria got huffy and left the track. "He took our points!; we were out of it anyway," said a discontented Faria. "It was a bad call," said Lucero tersely.

The departure of Faria and Lucero didn't make the contending team of Castro and Pfetzing very happy. "It's not fair for them to leave," said Pfetzing. "We have to beat Cook and Ferrell or we lose, and they don't even have to ride against Faria and Lucero. We counted on them to take a few points away from those guys."

With the title on the line, Cook and Ferrell, also unbeaten, took a lead

over Pfetzing and Ermolenko. But, by turn four, Pfetzing and Ermolenko had passed Ferrell on the outside. There was, however, still the problem of Cook, who was also flying on the outside. As the lead man, Pfetzing, was all set to duck inside Cook around turn two, Cook fell, and that was the race and the title.

Ermolenko and Pfetzing ended with a perfect 25 after disposing of but not without a fight, the one-man team of Sandona, riding without bikeless Brad Oxley.

Cook and Ferrell gained a measure of revenge by finishing 1-2 in a meaningless main event over Pfetzing and Ermolenko. The Best Pairs Champs certainly earned their title, winning all five of their rides from behind after being left at the gate.

Results

FINAL STANDINGS: 1. Rob Pfetzing/Sam Ermolenko (25); 2. John Cook/Dubb Ferrell (21); 3. Bobby McLain/Tim McCasland (14); 4. John Sandona/Brad Oxley (11); 5. Ed Castro/Ron Blanton (8); 6. Mike Faria/Steve Lucero (8).

Bast, Farrell fast at Costa Mesa

By Jim Brown

COSTA MESA, CA, SEPT. 9

Mike Bast, who started off the season with several consecutive wins, put himself back in the winners circle. Bast, sponsored by Justice Bros., Riverside Mitsubishi and Pre-Fab Erectors, won his heat race and took a second place in the semi behind John Cook. Bast came into the event with Gene Woods' bike, after having blown his own up. Bast did his usual job at the tapes, being first, and carrying his lead right to the winners circle.

Sam Ermolenko came in fourth in the main after having won his heat race. In the semi, Ermolenko past Kelly, Moran in a wheel-to-wheel battle that was definitely the crowd pleaser of the evening.

Alan Christian was held off by Leni Faas in his heat race and in the semi, Christian did a donut coming out of turn one which guaranteed him last place. He recovered and came back to win the consolation, this time leading Faas across the finish line.

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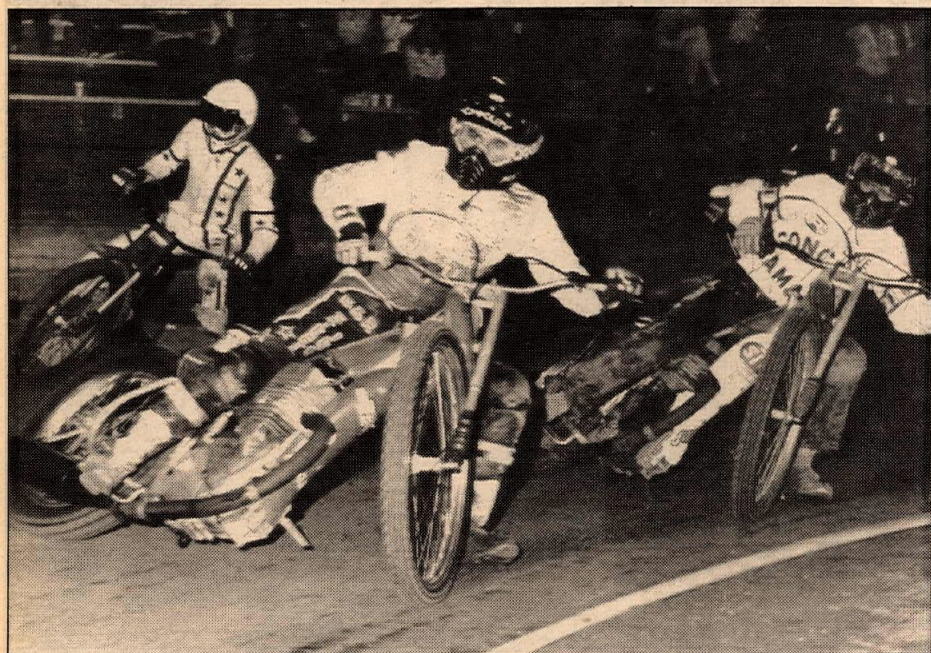


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SPEEDWAY WEEK



Craig Ingels leads on the way to his NorCal Championship win.

Dubb Ferrell came back from third place in the semi to win the handicap main. Ferrell, sponsored by Cidy Products, Arai, Vera's and Oakley, pulled off an excellent pass over Bill Meister to take the win. Leni Faas captured the handicap consolation win by holding off the persistent Alan Christian.

Ed Castro, a fairly fresh first-division rider, won his heat and the semi, but fell down in the main event and took last place.

Second-division racing went smooth and easy. Mark Weaver, Tom Walton and Wayne Leutz won the heats. Walton, sponsored by Two Ken-Chu, and Walton Roofing, has been doing a lot of hanging around on crash walls lately, but Friday night he made a fearless move out by the wall to pass the pack and win the main.

Third division started with two crashes on the first lap of the first heat. Jim Clausman and Don Butler survived the heat races as winners. Steve Murray, sponsored by C.M. Tools, Malcolm Smith and K&N Filters, took the main event. Don Butler and Murray got too close in the main and Butler was left in the dirt for last place.

Results

SCRATCH MAIN: 1. Mike Bast; 2. Kelly Moran; 3. John Cook.
HANDICAP MAIN: 1. Dubb Ferrell; 2. Bill Meister; 3. Gene Woods.
SEC DIV: 1. Tom Walton; 2. Wayne Leutz; 3. Pat Hawley.
THIRD DIV: 1. Steve Murray; 2. Jim Clausman; 3. Mike Buschman.
MATCH RACE: 1. John Sandonna; 2. Brad Oxley.

Bast blasts to San Berdoo gold

By Scott Daloisio

SAN BERNARDINO, CA, SEPT. 7 Michael Bast continued to warm up for the September 21 California State Championship by taking his second Scratch main in a row at Inland Motorcycle Speedway Wednesday.

Bast, who has won the State Championship five times, came into Wednesday's action with an enviable 63% win average in Scratch racing at IMS in 1983. After winning his heat and taking second in the semi, the veteran racer from Perris drew the number two slot for the Scratch main. Bast (Justice Brothers/Riverside Mitsubishi/Oakley Wes) then jumped into the lead in the main over Sam Ermolenko, John Cook and Kelly Moran.

Ermolenko drew even in turn one as he rode it in hard, but Bast fought him off and took the lead for good on the back chute.

Cook raced by Ermolenko on the inside in turn three on the opener with the latter pulling even one lap later but then doing a wheelie on the front chute straight, effectively ending his second-place aspirations. Cook chased Bast over the final two laps but was unable to close the gap and finished a close second. After the race, Bast and Cook shook hands as they rode down the back chute, apparently putting their recent differences behind them.

Popular Kelly Moran (STP/UNO/Arai Godd) picked up his first IMS main win of the season when he captured the Handicap gold. Dennis Briggs beat fellow 10-yard-line starter Greg Ayers to the first corner and stayed in the lead until Ayers went by in the third corner. Moran, coming from the 30, used the outside to take Briggs for third on lap two and then got Ayers for the lead on the third circuit. Mike Faria and Alan Christian then moved past Ayers and set their sights on the streaking Moran. Both riders closed the gap, but they fell two lengths short of the "Wizard of Balance" at the checkered flag.

After two restarts, "Super Hot" Jeff Springman (Bill's Pipes/Troy Lee Design/Pro Circuit Wes) won the red-flag shortened Second Division main. Coming off last week's wins at Lancaster, IMS (Third Division) and a second at Costa Mesa, Springman found himself moved up to Second Division. Starting on the zero, Springman took the lead over Alan Davidson and Wayne Leutz. As Springman was opening it up at the front of the pack, Tom Walton was charging from the back. On the second go-round, Walton shot by Leutz for third and then blasted by "Kiwi Al" for second. Walton then closed the gap on Springman, who was starting to have bike problems. Walton passed the leader only to have another rider fall, causing a red flag. The race reverted back to the last completed lap with Springman, who had been leading at the time, taking the win over a dejected Walton.

Jim Clausman (Wes) passed Frank "The Stilt" Steiner on lap one and went on to win his third IMS Division Three main of the season. Steiner was second until his motor went sour, moving Lou Kreisberg up to the show spot. Kreisberg then gave it away when he took a soil sample,

allowing Mike Coniglio to try his luck. Coniglio stayed on two wheels and had no problems but was unable to catch Clausman, who took the win by half a straightaway.

Results

SCRATCH MAIN: 1. Mike Bast (Wes); 2. John Cook (Jaw); 3. Sam Ermolenko (Jaw); 4. Kelly Moran (Godd).
HANDICAP: 1. Kelly Moran (Godd); 2. Mike Faria (Wes); 3. Alan Christian (Godd); 4. Greg Ayers (Wes); 5. Gene Woods (Wes); 6. Dennis Briggs (Godd).
SEC DIV: 1. Jeff Springman (Wes); 2. Tom Walton (Jaw); 3. Steve Crawford (Jaw); 4. Wayne Leutz (Jaw); 5. Alan Davidson (Jaw); 6. Ronnie Correy (Jaw).
THIRD DIV: 1. Jim Clausman (Wes); 2. Mike Coniglio (Jaw); 3. Cory Lussier (J.A.P.); 4. Mike Dwyer (Jaw); 5. Frank Steiner (Wes); 6. Lou Kreisberg (Jaw).

Springman scouts for Lancaster win

By Scott Daloisio

LANCASTER, CA, SEPT. 1

First-year rider Jeff Springman pocketed a cool \$300 after scoring 15 points and taking the win in the main over Wayne Leutz at the Antelope Valley Fair Thursday night.

The first two events were less than artistic after they had to be restarted several times due to the muddy conditions and tight narrow corners. After event two, which saw several riders slipping, sliding and spinning before and after the green flag at only five mph, officials called for the blade to scrape off the mud.

Joe Kreisberg took event three in somewhat better conditions. Springman (Bill's Pipes/Troy Lee Wes) displayed some class C style as he two-wheeled it to an easy win in event four. Pre-race favorite Ed Castro broke in turn one during lap one, in event six, leaving him with no points after two rides and effectively eliminating his main event hopes.

Springman, who won the Third Division main at San Bernardino the previous night, got a big break in event eight when they got a restart after Springman tangled with Lou Kreisberg. Making it back to the restart with his clutch grip and center section heavily taped, Springman again roared away from the pack to win by a large margin. Kreisberg, on the other hand, had problems all night with the tight track. He often went between the haybales and out of the track in turn two and then rejoined the action in turn three.

Springman came right back to win event nine, but he was overshadowed by "Kiwi" Alan Davidson. Davidson amazingly got up after two falls in the race and still finished second. The feat was amazing in that there were no red flags and all four riders finished.

Leutz and Steve Murray thrilled the crowd with a spectacular seesaw battle that saw Murray win a photo finish, in event 17. Event 18 matched Castro and Springman, who took the lead from Castro on lap two. Castro came back to reclaim the lead on the final lap, but Castro looped it in the final corner, allowing Springman to breeze back by for his fifth win.

Murray defeated Dave Wendlandt and Chris Mistretta in a runoff for the final spot in the main. Springman, being high point man, had his choice of lane positions for the main and parked his battered Weslake in the number two hole. The young Norco resident got the gate followed by Joe Kreisberg, Murray and Leutz. Murray tried to go around the outside to get by Kreisberg, but was blocked on

the back chute. When Kreisberg went up to block Murray, Kreisberg left the inside open and Leutz took advantage, flying into second. Leutz closed the gap on the leader on laps two and three, but the final circuit was all Springman as he took the win by 10 lengths over Leutz. Murray got by Kreisberg for third at the finish.

Results

MAIN EVENT: 1. Jeff Springman (Wes); 2. Wayne Leutz (Jaw); 3. Steve Murray (Jaw); 4. Joe Kreisberg (Jaw).
QUAL ROUNDS: 1. Jeff Springman (15); 2. Wayne Leutz (12); 3. Joe Kreisberg (11); 4. Dave Wendlandt (10); 5. Steve Murray (10); 6. Chris Mistretta (10); 7. Mike Dwyer (8); 8. David Alvarez (8); 9. Eddie Marshall (7); 10. Ed Castro (6); 11. Alan Davidson (5); 12. Doug Benjamin (5); 13. Kevin Krugh (3); 14. John Mazzacane (3); 15. Lou Kreisberg (2); 16. Mark Weaver (2); 17. "Crashwall" Cardona (1); 18. Mike Buschman (1).

Faria wins Ventura Track Championship

By Bill Locey

VENTURA, CA, AUG. 30

After winning 16 trophies in 1981, Lance King didn't show up for the last race which gave Steve Lucero the Track Championship. Last year, 10-time winner Mike Faria missed the call, and Rick Miller won the track title. This year, Faria not only showed up but he showed his back to the other riders during the races as he ran away five times to earn a perfect score of 15.

Sam Ermolenko, who got knocked off by Rob Pfetzing in his last ride, ended up tied with Bobby Schwartz for second. There was no runoff. Pfetzing was next with a dozen points, followed by Lucero with 11.

Faria did it with his usual strategy — he outgated everybody. In his first ride, for example, he was two lengths ahead before his main competitor, Buddy Robinson, could even get out of the gate.

Faria's toughest challenge came in event 10, when he went head to head with Lucero, Pfetzing and Schwartz. All were still in the running for the title at this point, and Pfetzing was unbeaten. Lucero, off the pole, got the gate and won the race to turn two, seconds before Faria passed all three riders on the outside. After turn three, Faria had the win in the bag. Schwartz bumped Pfetzing, nearly sending Pfetzing over the handlebars, and leaving him in last place for his only loss of the night. Schwartz passed Lucero and came in second.

The decider came in Event 19 when Faria met Ermolenko, also with a perfect score. Ermolenko's nine points also included a come-from-behind, crowd-pleasing win over Schwartz after being the last to leave the gate. The tie was quickly broken after Faria got another great gate and although Ermolenko kept it close for a lap, Faria still won easily. Pfetzing won for the fourth time in his final ride, putting Ermolenko into a tie with 1980 champ Schwartz.

In Second Division racing, Pat Hawley made a strong case for a D-1 ride in '84 as he won the D-2 Track Championship — just like he did back in '81. He came from behind to pass Randy Roscamp and win his heat. Then he got a good gate off the pole to win his semi. Even though Mark Dwyer closed to within a bike-length on the last lap, Hawley held on for the win. Ventura local Walt Farnum was third.

Results

OVERALL: 1. Mike Faria (15); 2. (TIE) Sam Ermolenko/Bobby Schwartz (13); 4. Rob Pfetzing (12); 5. Steve Lucero (11); 6. Buddy Robinson (10); 7. Tim McCasland (6); Ron Blanton/Ed Castro (8); 9. Tim McCasland (6);

10. Denny Scopellite (5); 11. (TIE) Bobby McLain/Shane McDonald (4); 13. (TIE) John MacNeill/Guy Waterson (3); 15. (TIE) Greg Ayers/Andy Northrup (2); 17. Joe Kreisberg (1); 18. Dennis Abbott (0).
SECOND DIV: 1. Pat Hawley; 2. Mark Dwyer; 3. Walt Farnum; 4. Larry Willey.

Ingels flawless in NorCal Championship

By Jann Houston
AUBURN, CA, AUG. 26

This has to have been the most memorable week in Eddie Ingels' young life! On Monday he became the father of a nine-pound baby boy, Ryan Conrad, and tonight he beat all the odds by winning the Miller Invitational Northern California Championship. Eddie rode at the Auburn opener in May and then dropped from the speedway scene completely until a few weeks ago when he was suddenly back on the program riding in a way that showed he still had what it takes. Promoter John Houston decided that Ingels would be a colorful competitor who would add a lot to the championship program, resulting in his invitation to participate. Houston went so far as to put his picture on the program and predict to more than one person that Ingels would win it all. The rest is history. "I want to dedicate this trophy, and my victory to the people who believed in me, stood by me, and sponsored me, George and Frieda Wenn and Junie Briggs," said Eddie, as he accepted the exceptionally beautiful Silver Miller Cup Trophy.

At the end of two rounds it was Ingles, David Faria Jr., and Tom Ferris with perfect scores. In the third round Ferris came up against Ingels, but Ferris got a bad gate and took last place. Dennis Robinson, 1981 NorCal Champion ran into bad luck in his very first heat, breaking the tape, and ruining his chances for a perfect score. NorCal number one rider Paul Orlandi also had a bad night, placing second in his first two heats, but falling in his third to spoil any chance he may had had.

It all came down to the final heat, number 20. It was Ingels and David Faria Jr., both with perfect scores. Faria was in the pole position, next to Ingels, reserve Robert Curry replaced Robinson in the number three spot and another reserve Craig Elstins was on the wall replacing Paul Orlandi. Both the Robinson and Orlandi machines were suffering from mechanical problems. As the gate shot up, Ingels shot into the lead, and there was little doubt that he would do anything but hold it to the checkered flag. Faria, who excels in Scratch competition, was forced to settle for second in heat number 20 and second in the championship. As the scores were tallied, it was discovered that Tom Ferris and last year's Rookie of the Year, Steve Crawford, were tied for third. In the runoff Ferris took the win; a nice way to end his birthday which he was celebrating tonight.

Bart Bast was honored during the rider's parade with a plaque naming him Rookie of the Year. No one in the north would argue with that choice!

Results

OVERALL: 1. Eddie Ingels (15); 2. David Faria Jr. (14); 3. Tom Ferris (11*); 4. Steve Crawford (11*); 5. Pat Linn (9); 6. Billy Meister (9); 7. Bart Bast (8); 8. Andy Gilbertson (8); 9. Harlan Bast Jr. (6); 10. Dennis Davis (6); 11. Ron McGill (5); 12. Dennis Robinson (4); 13. Paul Orlandi (4); 14. Steve Elstins (4); 15. John Volk (2); 16. Marc Prince (2); 17. Robert Curry (2).

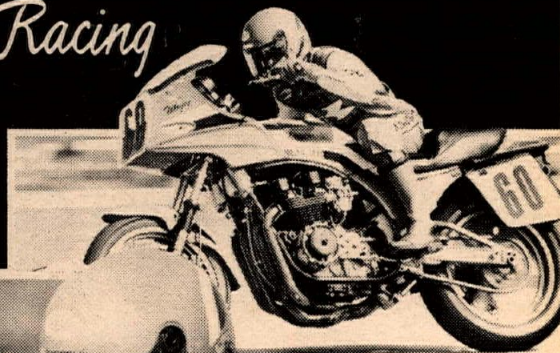
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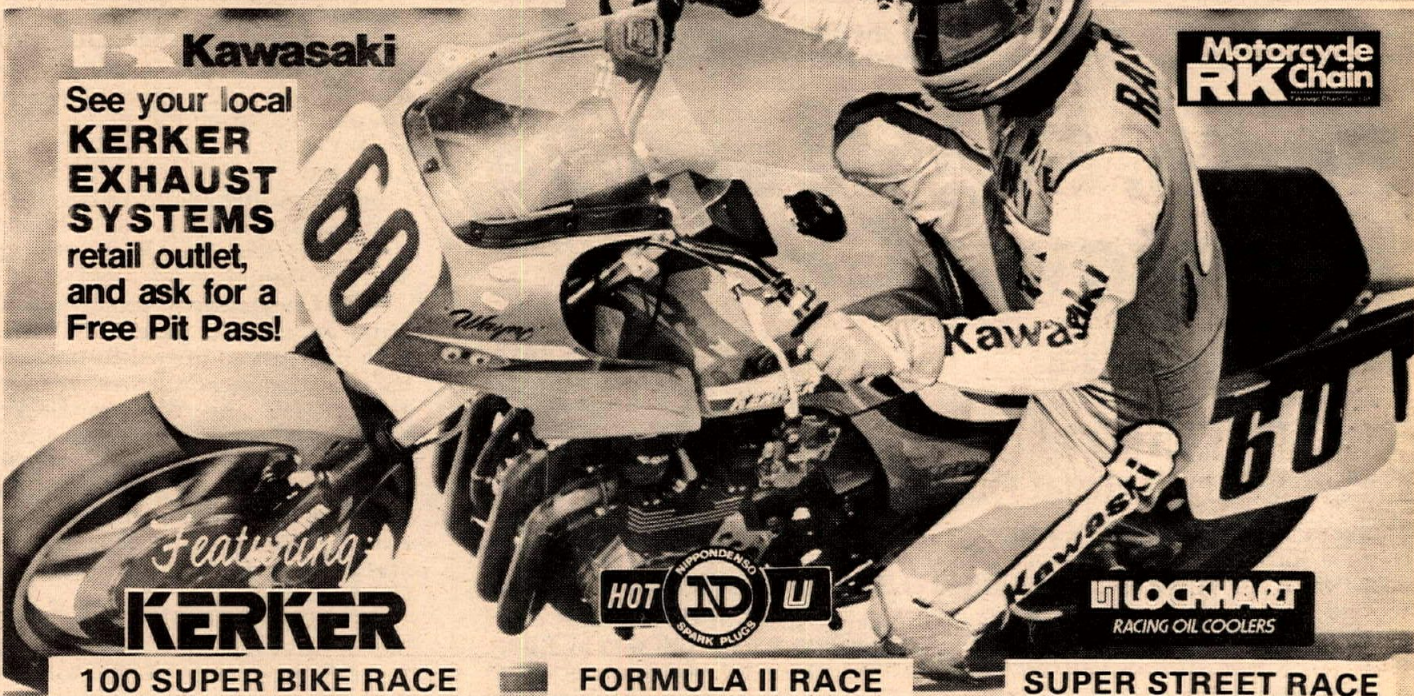
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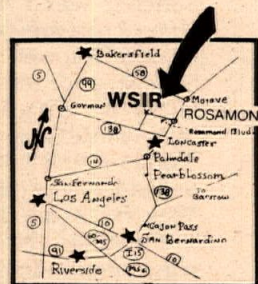
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Danny Sanchez, here splashing through the Santa Clarita River, led the Hopetown GP Veterans class until he stalled at a water crossing.

Smith, Segale smoke Hopetown GP

By Charleen Ho
Photo by David Edwards
VALENCIA, CA, SEPT. 3-4

The 25th annual Dirt Diggers Hopetown Grand Prix held at the Indian Dunes Shadow Glen area utilized a flat-track first-turn sweeper, bridge crossings, a mountainous

pavement road, the splash of river crossings and the grandeur of the tight motocross course and a haybale chute. The two-day event featured a full racing schedule of 50-minute races, lots of sun, spectators and neat silver finisher pins by the men in red-and-white stripes.

Saturday

The program got underway with the Women's class and the Minis. Karen Leitinger set the pace as Tam Tracy and Denise Engstrom followed to top the Women's ranks.

In the Minis, Beginner Terry Davis led Expert Jeff Reynolds and Beginners Casey Hallahan and Mike Evans. On the fourth lap, however, Reynolds dove past Davis while Novice Ronnie Densford surpassed Callahan and Evans. Reynolds crossed the finish first, followed by Davis and Densford.

The Senior division brought forth some 70 well-known racers. Lynn McGraw displayed his smooth riding style as he led from start to finish while Terry Davis showed Gary Charters Sr., Dennis Rosenberg and Jim Bringhurst the way. Davis ran into traffic problems with lapped riders and Charters and Rosenberg took advantage of it. Although McGraw finished some distance in front of Davis, Charters and Rosenberg, the trio showed their stuff.

The Unclassified race set quite a stage as ace enduro rider Tom Webb showed how persistence and timing paid off. Kenny Parry led the field of Ted Hunnicutt, Danny Westergard, Jeff Blix and Webb early on. As the laps flew by, Westergard moved into second followed by Webb and Blix. Webb overtook Westergard as Blix

stuck close. With the checkers came Webb over Parry, followed by Blix.

The 175cc division was packed as Experts, Intermediates, Novices and Beginners made the field. John Rudder, Duane Summers, and Fanny Sanchez led Intermediate Richard Arnold, James Lawrence, and Tom Elias. On lap three Elias overtook Lawrence while Arnold moved past Summers. Battles ensued as Rudder, Summers, Arnold and Elias topped the first four places.

The Veterans blasted the silence as some 90 engines broke the sound barrier. Competition was not lacking as Danny Sanchez, Jon Miller, Jimmy Weinert, Dan Ayers and Terry Davis put on quite a show. Miller overtook Sanchez when Sanchez stalled at a water crossing. Weinert moved into second followed by Ayers and Davis. Sanchez appeared to be catching Davis when he got caught in a pile-up. Meanwhile Gary Charters Sr., Michael Goodwin and Rick Shirey stayed close behind. At the checkers it was Miller, Weinert, Ayers, Davis and Sanchez.

The 250cc Novice/Beginner class was commanded by Kris Wilcox, who built his advantage as each lap passed. Steve Bebeck and Jim Schmidt duelled until Schmidt pressed for second and convinced Bebeck he deserved it. Meanwhile Dennis Nuckles, first Beginners Dan Dalton and Ken Peters rounded the top runners. At the finish it was Wilcox, Schmidt and Bebeck followed by Nuckles, Dalton and Peters.

In the 500cc Novice/Beginners, Mike Hutton led Chris Napolitano, Steve Miller and Greg Griffin. Griffin took the lead, but Napolitano held onto second in front of Hutton. Then it was Hutton ahead of Napolitano. Although Napolitano hadn't raced in

nine years, he hadn't lost his edge. They both moved up closer to Griffin but lo and behold the checkers came too soon for Hutton and Napolitano as Griffin took top honors.

Sunday

As the Old Timers lined up and the flag flipped up it was Master Dennis Rosenberg commandeering the lead on his Honda followed by Junior Master Danny Drew, Ray Sanchez and Dan Sanchez. Among the Experts Jim Learnihan walked away on his new machine while Al Smith and Roland Thompson tried desperately to catch him. The Amateur action found Bob Smart, Al Edrington and Sam Jones in close conflict while Novices Skip Skinner, George McCauley and Tom Cooper hung close by. Rosenberg mastered the course and with his smooth pace developed a one-minute lead by the checkers. What a ride!

In the Sidehack event Bob Schnoor and Randy Langosh rode consistently before the John and Victor Palfreyman team surpassed them and then disappeared from the action. Burbank Yamaha's team of Gwen Ridyard and Ian Mitchell started out slow but pushed hard to draw attention. At the finish it was Schnoor/Langosh, Ridyard/Mitchell and Mizrahi/Danielsen.

The Unclassifieds brought forth quite an array of riders. Jeff Blix, who had just competed in the Sidehack race, was leading Scott Creager, John Reeve and William Decker. Howard McCasland moved up to overtake Reeve for third, and then Creager for second. McCasland was out for the numero uno position. However, Blix displayed his edge and at the finish it was Blix, McCasland, Creager and Reeve.

With the four-strokes came a rumble of strength and magnitude as Scott Sampson, Mark Nation and Rick Sieman pushed for the glory. Charles Caspary (Nov) and rider #11 applied their pressure to Sieman to overtake him. Nation pressed Sampson and grabbed the lead while #11, Greg Griffin and Sieman also advanced. Nation topped the race, followed by Sampson, #11 and Griffin.

The Over The Hill Gang opened up the afternoon action. Experts Roll-Over Rick and David Wilson departed from the pack as their battle ensued. Intermediates Leher Leon, Choke-it Chuck and Wet Willy stuck close together as Amateurs Mike Middleton, Runover Ron and Gringo Glen held a tight clan. In the Novices Luscious Linda was pursued by Bill Newman and Tiny Tim.

The 250cc Amateur/Experts roared their way around the tight GP course. John Rudder grabbed the lead from Brad McLeod through the river bed while Andy Segale, Craig Adams, Tim Sinclair and Scott Stearns drew a tight line. Howard McCasland was pushing for Stearns when he fell on the back side of the motocross course and was seriously injured. McLeod ran into problems while Segale overtook Rudder for the lead. It was Segale and Rudder neck to neck at each turn. It was easy to see both were motocrossers as they drew one another deeper and deeper into the turns. Rudder rode like a wild man in an attempt to pass Segale, but Segale showed his stuff as Rudder finished second over Adams. Scott Sampson, Sinclair and Robb Mesecher went for 4-5-6.

The 500cc Amateur/Expert riders were lined up or battle. It was O'Neal rider Danny Sanchez charging for the

lead through the river bed and over the bridge before Dan Smith took command in the sandwash. Craig Adams, Dan Ashcraft, Ted Hunnicutt and John Drury juggled positions behind them. Adams held a firm second as Hunnicutt, Drury and Chuck Stearns rounded the top five. Drury pressed past Hunnicutt with one lap to go as Stearns, Chris Crandall and Ashcraft maintained. Drury fled as he caught Adams on the last lap. At the checkers it was Smith, Drury and Adams ahead of Stearns, Crandall and Ashcraft. Troy Hollis took top Intermediate honors.

Unofficial Results

MINI EX: 1. Jeff Reynolds.
MINI NOV: 1. Ronnie Densford; 2. Brock Suter.
MINI BEG: 1. Terry Davis; 2. Matt Walls; 3. Ricky Sieman.
WOMEN EX: 1. Karen Leitinger; 2. Tam Tracy; 3. Denise Engstrom.
WOMAN INT: 1. Linda Smart; 2. Patrice Payne.
WOMAN NOV: 1. Dana Bell; 2. Marlene Sciacqua; 3. Joanna Needham.
WOMAN BEG: 1. Lisa Peterson; 2. Carrie Young.
SR EX: 1. Lynn McGraw; 2. Terry Davis; 3. Gary Charters Sr.
SR INT: 1. Ross Termin; 2. David Neal; 3. Ron Gray.
SR NOV: 1. Robert Smart; 2. Ed Heyne; 3. Frank Danielsen.
SR BEG: 1. Loren Andrus; 2. James Knehans.
UNCLASS 500: 1. Kenny Parry; 2. John Ferro; 3. Mike Ferro.
UNCLASS 250: 1. Tom Webb; 2. Danny Westergard; 3. Jeff Blix.
UNCLASS 125: 1. Fred Heacock; 2. Jim Stevens; 3. Anthony Bejarano.
175 EX: 1. John Rudder; 2. Duane Summers; 3. Tom Elias.
175 INT: 1. Richard Arnold; 2. Stirling Hopson; 3. Tracy Laye.
175 NOV: 1. George Ferrie; 2. Earl Detrick; 3. David Wolf.
175 BEG: 1. Duane Lopprow; 2. Scott Dalton; 3. Mike Hallahan.
VET EX: 1. Jon Miller; 2. James Weinert; 3. Dan Ayers.
VET INT: 1. Mike Middleton; 2. Stephen Clark; 3. Ken McLean.
VET NOV: 1. Mike Middleton; 2. Stephen Clark; 3. Ken McLean.
VET BEG: 1. Mike Huxson.
250 NOV: 1. Kris Wilcox; 2. Jim Schmidt; 3. Steve Bebeck.
250 BEG: 1. Dan Dalton; 2. Ken Peters; 3. Eric Strand.
500 NOV: 1. Greg Griffin; 2. Mike Hutton; 3. Chris Napolitano.
500 BEG: 1. Reginald Ross; 2. Kent Duncan; 3. Dave Spaniol.
OT MASTER: 1. Dennis Rosenberg.
OT JR MASTER: 1. Danny Drew; 2. Ray Sanchez; 3. Dan Sanchez.
OT EX: 1. Jim Learnihan; 2. Al Smith; 3. Roland Thompson.
OT AM: 1. Bob Smart; 2. Al Edrington; 3. Sam Jones.
OT NOV: 1. Skip Skinner; 2. George McCauley; 3. Tom Cooper.
SIDEHACKS: 1. Bob Schnoor/Randy Langosh; 2. Gwen Ridyard/Ian Mitchell; 3. Steve Mizrahi/Frank Danielsen.
250 EX: 1. Andy Segale; 2. John Rudder; 3. Craig Adams.
250 INT: 1. Scott Sampson; 2. Dan Seagondollar; 3. Greg Johnston.
UNCLASS 500: 1. Scott Creager; 2. John Reeve; 3. Todd Holtz.
UNCLASS 250: 1. Jeff Blix; 2. Howard McCasland; 3. William Decker.
UNCLASS 125: 1. Victor Triepke; 2. James Drew; 3. Ricky Sieman.
FOUR STROKE EX: 1. Mark Nation; 2. Bill Postel.
FOUR STROKE INT: 1. Scott Sampson; 2. Rick Sieman; 3. Rob Witcher.
FOR STROKE NOV: 1. Greg Griffin; 2. Kim Palmer; 3. Jud Oshier.
FOUR STROKE BEG: 1. Dutch Weibel; 2. Art Lewis; 3. Michael Peterson.
OTHG EX: 1. Roll-Over Rick; 2. David Wilson.
OTHG INT: 1. Leher Leon; 2. Choke-it Chuck; 3. Wet Willy.
OTH AM: 1. Mike Middleton; 2. Runover Ron; 3. Gringo Glen.
OTHG NOV: 1. Luscious Linda; 2. Bill Newman; 3. Tiny Tim.
500 EX: 1. Dan Smith; 2. John Drury; 3. Craig Adams.
500 INT: 1. Troy Hollis; 2. Joe Kehoe; 3. Kevin Nash.

Magallanes, gash top OCIR Intermediates

By Tom Corley
IRVINE, CA, AUG. 25

The fifth race in tonight's Orange County International Raceway motocross featured both the 125 and 250cc Intermediate classes that were let loose on

a split start. Showing good form at recent nighttime racing, Mike Magallanes took the honors in the 125cc Intermediate class. Corey Gash is the only rider who changes the color of his hair from week to week, and tonight, while as a blonde, this colorful rider outrode the 250cc Intermediate class for the overall win.

Magallanes took the holeshot to start the first moto of the 125cc Intermediate class. Bill Clemson was running in second and John Davis was in third. The Ceet-sponsored Davis ended his night on the first lap when he bailed his Kawasaki just past the finish line. He pulled off the track not because he was injured but because his clutch had gone out. With Davis out of the way, John Posca advanced to third place behind Magallanes. On the second lap Posca pulled past Bill Clemson to claim second place. Clemson was fading quickly and on the third lap Derek Nye worked past him to take over third. Next in line to demote Clemson was John Begin, who on the fourth lap, shoved Clemson back to fourth. It was Magallanes, Posca, Nye and Begin until the final lap when Begin zapped Nye to take over third place.

Proving that he was the fastest in his class, Magallanes took the holeshot in the final round of the 125cc Intermediates. North Orange County Yamaha rider Lance Rieman was seventh in the first round but this time he was in the runner-up spot. Gary Sailors is a consistent rider at Indian Dunes, but he came out to OCIR tonight and was running in third ahead of Dan Southworth. By the third lap Rieman dropped out of the race. Magallanes held the lead over Sailors, Southworth and Eric Clemson. On the fifth lap it was Southworth who dropped back and lost third place. Eric Clemson took over third and John Begin was running in fourth. Magallanes avoided confusion by staying in the lead the entire time. Two firsts earned him the overall. John Begin's 3-4 won second place. Derek Nye, on the DMC Honda, was third with a 4-6 tally. Gary Sailors is new to the track but did well, especially in the final moto which helped to earn him fourth overall. The last trophy to be awarded went to Miguel Araujo, who placed fifth.

Results

60 BEG: 1. Tony Castanza (Hon); 2. Ephraim Benjamin (Yam); 3. Tyler Cooper (Kaw).

60 NOV: 1. Lenny Jones (Hon).

80 BEG DIV 1: 1. Trent Seltzer (Kaw); 2. Mike Corry (Suz); 3. Steve Jarrett (Yam).

80 BEG DIV 2: 1. Brandon Sperling (Kaw); 2. Rusty Somers (Kaw); 3. Mike Reiley (Hon).

80 BEG DIV 3: 1. David Carbajal (Yam); 2. Willie Culp (Kaw); 3. Jason Benacka (Yam).

MINI BEG DIV 4: 1. Bobby Anderson (Hon); 2. Andy Norris (Kaw); 3. Brad Starkenberg (Yam).

MINI NOV: 1. Craig Miller (Suz); 2. Tim Galceran (Kaw); 3. Steve Wamboldt (Kaw).

MINI INT: 1. Thayne Zito (Kaw); 2. Mike Sandoval (Kaw); 3. Chris Bamsey (Kaw).

MINI EX: 1. Craig Canoy (Kaw).

125 BEG: 1. Greg Smith (Kaw); 2. Jeff Gores (Kaw); 3. Tom Cardona (Suz).

125 NOV: 1. Steve Kendall (Suz); 2. Mike Black (Yam); 3. Chad Smart (Suz).

125 INT: 1. Mike Magallanes (Yam); 2. John Begin (Kaw); 3. Derek Nye (Hon).

125 PRO: 1. Doug Dubach (Kaw); 2. Taylor Marcell (Kaw); 3. Terry Fowler (Yam).

250 BEG DIV 1: 1. Steve Coster (Suz); 2. Bryan O'Neill (Hon); 3. Jim Speigie (Hon).

250 BEG DIV 2: 1. Arthur Najera (Yam); 2. Joe Stupor (Yam); 3. Bill Plumley (Yam).

250 NOV: 1. Randy Geniec (Hon); 2. Keith Smart (Hon); 3. Ron Pihl (Yam).

250 INT: 1. Corey Gash (Yam); 2. Tom Brown (Hon); 3. Curtis Dias (Hon).

250 PRO: 1. Todd Peterson (Yam); 2. Ian Fitzgibbon (Yam); 3. Scott Sargent (Suz).

500 BEG: 1. Steve Baker (Yam); 2. Bob Martin (Hon); 3. Kevin Weiske (Yam).

500 NOV: 1. Don Cline (Suz).

500 INT: 1. Ed Walters (Yam); 2. Mike Holland (Hon); 3. Mark Gleckl (Hon).

500 PRO: 1. Scott Sargent (Suz); 2. Greg Zitterkopf (Yam); 3. Mike Trips (Hus).

VET NOV: 1. Benyt Johansson (Hon).

VET INT: 1. Danny Ashcraft (Hon).

VET EX: 1. Ray Simmons (Suz).

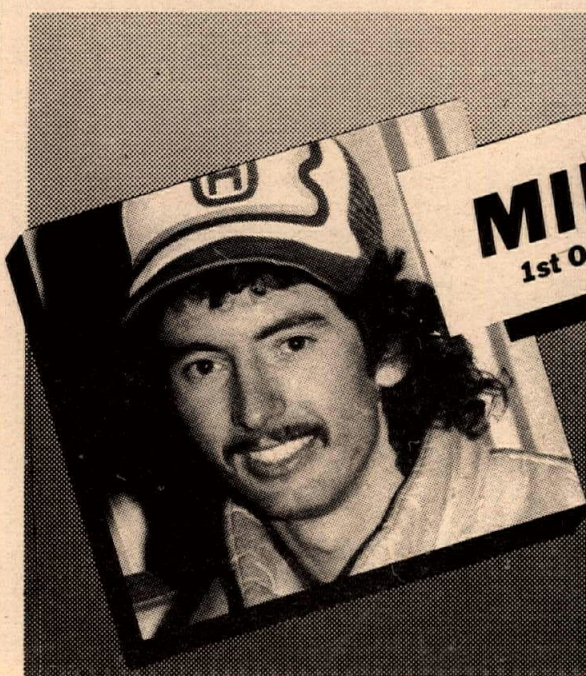
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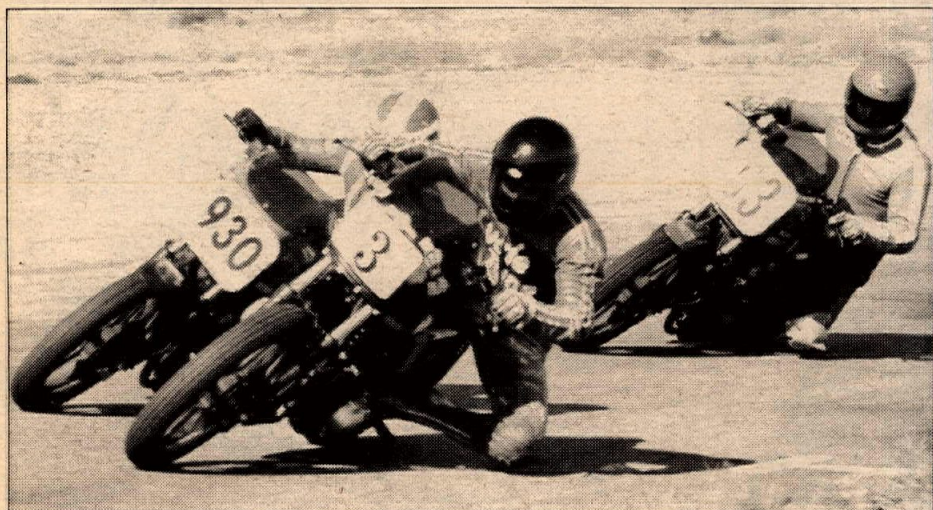
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(Top) Richard Sands (75) leads John Welchel at Saddleback (Above) Doug Toland (3), Todd Brubaker (930) and Jim Vreeke at Willow Springs.

Poet powers to Willow win ahead of Vreeke/Toland clash

By Lori Tyson

ROSAMOND, CA, SEPT. 4

When the officials have to ask the riders themselves who won, that's a close race. And that's just what occurred at the American Road Racing Association's Willow Springs meet in the 600cc Production class. Jim Poet took an easy win with a seven-second lead over second place, where the battle between Ontario Moto Tech's Jim Vreeke and Champion Moriwaki/Jardine/ND-sponsored Doug Toland raged. After eight laps of dicing it out, the two men were so close that no one, including scoring officials and spectators, knew who was ahead at the line. So Vreeke and Toland met and decided between themselves that Vreeke had crossed about an inch ahead of Toland.

In another close one, Vreeke fought Todd Brubaker for the 600cc Box Stock honors. After much lead swapping, it came down to a drag race to the checkers with Brubaker, assisted by Performance Works and Racers' Supply, the victor by a very small margin.

Right behind them was an interesting confrontation between a new kid and an old master. Novice Marty Vogel was determined to catch vete-

ran Jim Poet to take third, but his bike started cutting out on him and he lost some real estate on the last couple of laps and had to settle for fourth.

Scott Harmala and Earl Roloff put on a show in the 750cc Box Stock, with both men riding bikes that were former casualties. Harmala's Interceptor had been nearly totalled and Roloff's "Lady Kenmore" KZ750 was pretty badly wadded up, but both were able to resurrect their machines and battled it out until the last lap when Harmala ran off the track in off-camber turn four, giving Roloff the win.

Harmala was back at it in the 750 and Open Production as he took a strong lead and held it to take the trophy. Second place was hard fought, with Ducati-mounted Tony Guest and Kawasaki pilot Jeff Tuttobene deciding it. Open rider Guest took it, with Bassani-sponsored Tuttobene moving into a dice with Bob Reinen for third overall. Reinen was a bit disappointed before the race because his usual rival, Bruce McFarland, had crashed out of the races after leading the Open Super Street. So Reinen was ready for some excitement and Tuttobene gave him some. In the end, Reinen took third overall, with Tuttobene still taking second 750cc.

Results

600 SUPER STREET: 1. Jim Poet (Kaw); 2. Dave Langford (Yam); 3. Doug Toland (Kaw).
FORM 1: 1. Chris Steward (Yam); 2. Curtis Maddox (Suz); 3. Earl Campbell (Duc).
FORM 2: 1. Steve Biganski (Yam); 2. Terry Statum (Hon); 3. Jeff Tuttobene (Kaw).
450 BOX STK: 1. Brent Ross (Suz); 2. Rick Soloway (Yam); 3. Mike Morrow (Hon).

125 GP: 1. Gary Pendergrass (Hon); 2. Bob Cobb (Yam); 3. Joe Paul (Hon).
CLASSIC: 1. Fred Eilken (Nor); 2. Eric Dodd (Nor); 3. Bill Burdett (Nor).
VINTAGE: 1. Dave Fiorelli (BSA); 2. Jon McKibben (BSA); 3. Marc Johnson (Ar).
750 SUPERSTREET: 1. Scott Harmala (Hon); 2. Jeff Tuttobene (Kaw); 3. Stan Pollok (Hon).
OPEN SUPER STREET: 1. Tony Guest (Duc); 2. Earl Campbell (Duc); 3. J. Tobey (Suz).
450 SUPER STREET: 1. Jim Collins (Yam); 2. Clint Whitehouse (Yam); 3. Mark Capell (Yam).
600 BOX STOCK: 1. Todd Brubaker (Kaw); 2. Jim Vreeke (Kaw); 3. Marty Vogel (Kaw).
FORM 3: 1. Chris Steward (Yam); 2. Steve Reynosa (Yam); 3. Tom Sera (Yam).
750 BOX STK: 1. Earl Roloff (Kaw); 2. Scott Harmala (Hon); 3. Chris Crowell (Suz).
OPEN BOX STK: 1. Bob Reinen (Hon); 2. Tom Hicks (Hon).
450 PROD: 1. John Harvey (Yam); 2. Bob Cobb (Yam); 3. Steve Dilallo (Yam).
600 PROD: 1. Jim Poet (Kaw); 2. Jim Vreeke (Kaw); 3. Doug Toland (Kaw).
FORM 4: 1. Frank Callinicos (Yam); 2. Gary Pendergrass (Hon); 3. Steve Dyer (Hon).
750 PROD: 1. Scott Harmala (Hon); 2. Jeff Tuttobene (Kaw); 3. Chris Crowell (Suz).
OPEN PROD: 1. Tony Guest (Duc); 2. Bob Reinen (Hon); 3. Tom Hicks (Hon).

Zitterkopf, Manning, Manneh winners at Labor Day GP

By Kit Palmer

CORONA, CA, SEPT. 5

It was a welcome sight to see a heavy blanket of fog hovering over Corona Raceway early in the morning before the Eighth Annual Labor Day Grand Prix. The clouds kept the temperatures and dust down, providing a comfortable day of racing. Although the air was cool Sinisalo's Greg Zitterkopf (Yam), Yamaha Comp./BDR's Scott Manning (Yam) and Hallman's Bader Manneh (Kaw) were hot.

The first straddle-the-front-wheel start was the Open Pro class which saw Sunwest Yamaha's Troy Manning roost into the lead inches ahead of Moto-X Fox's Don Griewe (Hon). Zitterkopf was found in the middle of the pack. The two leaders duelled for the lead during the first lap, but by the end of the lap, Griewe took control when he passed Manning by double jumping the water hole. There was an alternate route around the water hole that Manning chose. It took a fraction of a second longer but that was all Griewe needed. Zitterkopf, meanwhile, was on the war-path picking off every rider in sight. Zitterkopf took over second by the start of the second lap. The "Zit" set after Griewe and the Yamaha pilot had the lead a half-lap later. Zitterkopf stretch his lead and ran away with the win. Ted Hoyt (Hon) finished second followed by Cycle Works' Dave Fernandez (Yam), Wheelsmith's Roland Rodriguez (Mai) and Husqvarna's Brent Wallingsford. Both Manning and Griewe DNF.

Twenty-seven 250cc Pros signed up to do battle and in the end it was Scott Manning who went home with the dough.

At the start, Manning and Malcolm Smith's Vince McMahon (Yam) pulled away from the rest of the pack. During the second lap, McMahon slipped by Manning for the lead. However, Manning didn't give up. Manning stayed with the new leader and regained the top spot a lap and a half later. Spectro's Jim Tarantino (Hon), after a fair start, started to put heavy pressure on Manning and McMahon. With two laps remaining, Tarantino snuck by McMahon for the second spot. But, on the final lap, Tarantino went down and dropped out of the race. Manning held on to take the win ahead of McMahon, Suzuki Country's David Williams

(Suz), Spectro's Marty Miller (Hon) and Sunwest's Rick Vanderham (Yam).

Bader Manneh (Kaw) led from start to finish in the 125cc Pro class but it wasn't as easy as it sounds. Throughout the moto Sunwest's Chris Lance (Yam) was glued to Manneh's rear finder. PJ1's Mike Sixberry (Yam) took third while Quinton Smith (Cag) took fourth.

Johnson downed but not out at IRC Day

By Kenneth Stein

IRVINE, CA, SEPT. 5

Yamaha rider Scott Johnson survived an early run-in with Maico's Micky Dymond to walk off with top honors in the 500cc Pro class at Continental Motorsport Club's IRC Day at Saddleback today.

Johnson holeshot the first moto, followed closely by Ed Arnet's Honda and Dymond. On the second lap, Arnet and Dymond tangled and Arnet went down. Dymond chased Johnson down and they hit the middle laps in tandem. Halfway through the race, Dymond stuffed Johnson, who bailed, losing second to Willy Simons' Honda. Dymond breezed to victory while a battle for second raged right up to the flag, where it was Simons who held on.

Dymond started the second moto by falling down, as Arnet and Johnson led the pack. Dymond got back up in last place, and while the front runners battled it out, he began picking off the slower riders at an incredible pace.

By the third lap, Johnson got by Arnet and held him off all the way to the flag. Third went to Simons. Dymond, meanwhile, never let up, and almost caught a constantly improving Matt Tedder (Hon) for fourth on the last turn.

Arnet picked up a win in the first moto of the 250cc Pros, ahead of John Welchel and Simons. In the second moto, it was Welchel all the way for first overall, as Arnet took fourth for second overall. Cagiva-mounted Ron Turner charged up from an eighth-place start for second place, catching Richard Sands' Suzuki on the 10th lap.

Billy Frank kept his YZ125 at the front of the rest of the Intermediates all day long, coasting to an easy win ahead of Richard Fleming's YZ in both motos. Greg Trachy picked up third overall, charging up from mid-pack for third in the first moto. Suzuki pilot Lance Smith held off attempts by Trachy and John Ray's RM for third in the second run.

Paul Burval had to fight his way up from mid-pack to take second behind Joe Merrihew's CR in the first 250cc Junior moto. He avoided the extra trouble in the second moto, as his Suzuki led the entire heat. Shawn Culp's Yamaha chased him all race long, but settled for second.

Results

500 PRO: 1. Scott Johnson (Yam); 2. Willy Simons (Hon); 3. Ed Arnet (Hon).
250 PRO: 1. John Welchel (Yam); 2. Ed Arnet (Hon); 3. Ron Turner (Cag).
125 PRO: 1. Doug Dubach (Suz); 2. Mike Beier (Yam); 3. Rudy Dickinson (Suz).
250 INT: 1. Carl Reed (Suz); 2. Ron Palmer (Yam); 3. Ken Erb (Hon).
500 INT: 1. Alan Olson (Hon); 2. Bob Watson (Yam); 3. Dave Collins (Hon).
125 INT: 1. Billy Frank (Yam); 2. Richard Fleming (Yam); 3. Greg Trachy (Kaw).
500 JR: 1. Ken Garnica (Hon); 2. Kelly Bishop (Hon); 3. Bob Post (Hon).
250 JR: 1. Paul Burval (Suz); 2. Joe Merriam (Hon); 3. Shawn Culp (Yam).
125 JR: 1. Michael Dickerson (Suz); 2. Chris McCoy (Hon); 3. Steve Saling (Suz).

VET MASTER: 1. Alan Olson (Hus); 2. Mark Smith (Suz); 3. Jody Weisel (Hon).
 VET SPORTSMAN: 1. Terry Judd (Yam); 2. Greg Preston (Hon).
 MINI JR: 1. Kayle Johnson (Kaw); 2. Gary Trachy (Kaw); 3. Dugan Sanders (Yam).
 MINI INT: 1. Colin Karcher (Kaw); 2. David Slack (Kaw); 3. Terry Swanson (Kaw).
 60: 1. Dan Wiggins (Hon).

Sideways sidehacks show their stuff at Canyon

By Peggy Stewart

PHOENIX, AZ, AUG. 19

For the first time in Canyon Raceway's flat track history, sidehacks raced Friday night on both the short track and TT courses. The five teams from the Arizona Sidehack Association lined up for the start of the short track main event.

The team of LaMar Bassett and E. Clevenger grabbed the holeshot. Side by side battling for second was the team of M. Curtis/M. Abbott, and W. Johnson/B. Myers. The Johnson team held on to the throttle to finally take sole control of second, leaving third to the Curtis team. Riding in fourth was the A. Aragaki/M. Sanderson team. The Aragaki team moved up behind the leaders, but on the third lap, they encountered problems and dropped out of the race. With what seemed like a tail wind from nowhere, the G. Smith/S. Henry team came from the rear and moved quickly into the lead. Smith and Henry continued their fine style to take the win, with Johnson in second by a bikelength over the third-placed Curtis team.

Dennis Parks went to the head of the class in the 250cc Expert short track main event start. Parks, who had never won a short track main at Canyon, seemed determined to win the race. Suzuki-mounted Rick Williams battled with Mike Stewart for the second and third places. Byron Hopkins maneuvered by Stewart on the second lap to take over third. Williams, was hot on Park's tail, when Williams tangled with Hopkins; which resulted in Williams taking a hard fall. Parks continued his "hard drivin'" style to win the main.

Off the line in the Open Expert short track main, Bob "Wildman" Russell led the pack into turn one. However, the leader coming out of turn two was none other than Tom Burcham. Burcham held Russell back until turn four, when Russell went under him to regain the lead. Steve Hintz, who rode his first Open Expert event, moved quickly into third; with Paul Schoen in fourth. On lap number two, Burcham went high in turn three, which allowed Hintz to drop under him and take over second. Russell continued to pull away from the pack to take the win. Burcham came on strong on the last lap, trying to regain second, but to no avail. Hintz held Burcham back for second, while Schoen took fourth.

Results

SHORT TRACK MAIN

250 SPTS MAN: 1. Greg Smith; 2. Robert Newman; 3. Darwin Hopkins; 4. Robby Peterson.

250 EX: 1. Dennis Parks; 2. Byron Hopkins; 3. Mike Stewart.

OPEN EX: 1. Bob Russell; 2. Steve Hintz; 3. Tom Burcham; 4. Paul Schoen.

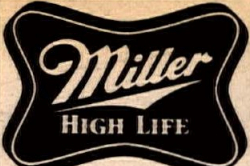
SIDEHACKS: 1. G. Smith/S. Henry; 2. W. Johnson/B. Myers; 3. M. Curtis/M. Abbott.

TT MAIN

250/OPEN SPTS MAN: 1. Greg Smith; 2. Robert Newman; 3. Darwin Hopkins; 4. Robby Peterson.

250/OPEN EX: 1. Bob Russell (Open); 1. Byron Hopkins (250); 2. Rick Williams (250); 3. Dennis Parks (250).

SIDEHACKS: 1. G. Smith/S. Henry; 2. L. Bassett/E. Clevenger; 3. M. Curtis/M. Abbott; 4. W. Johnson/B. Myers.



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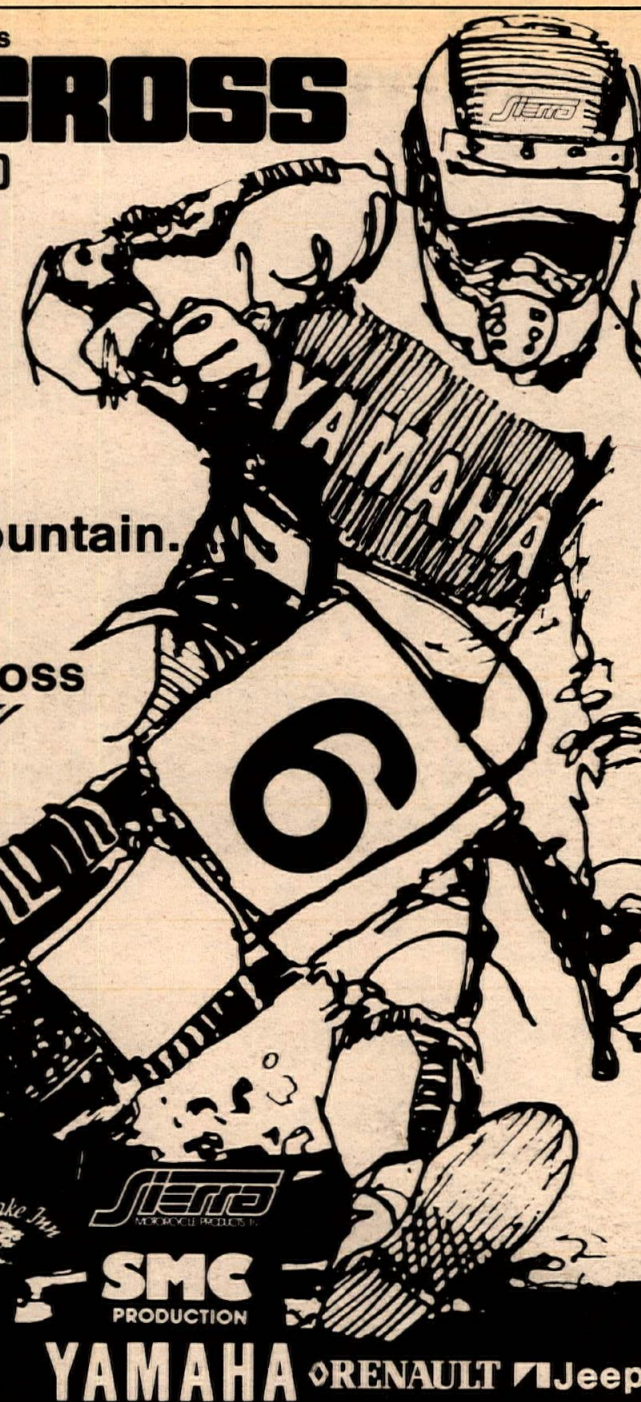
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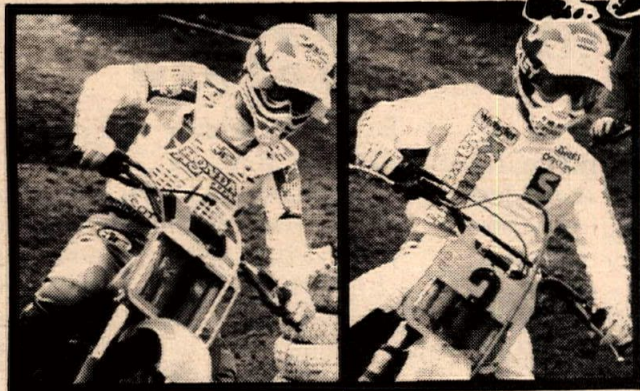
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Terry Szucsko gave the other Mini riders a lesson in styling at DeAnza.

McBride's pride, a victory at DeAnza MX

By Michael Gillies

SUNNYMEAD, CA, SEPT. 4

Nice weather and a beautifully groomed track provided close, competitive racing today at DeAnza Cycle Park. Patrick McBride (Yam) used the excellent track conditions to capture the Open Novice win with a 1-1 score.

Moto one began with Tim "Too Short" Caspio (Suz) out dragging everyone to the first turn, followed closely by DG's Jack Stevens (Yam) and McBride. McBride made his move quickly on Stevens, and before the first lap was over, Stevens snuck by Caspio as well. From then on, McBride stretched his lead each lap while Stevens and Caspio fought over second place. At the checkered flag it was McBride first, Caspio second, Stevens third and Rev. Ronald Stewart (Kaw) in fourth.

McBride grabbed the holeshot in the second moto with Caspio and Rev. Stewart hot on his heels. This time, though, McBride had two 250cc Novice to contend with. Luther French (Suz) and Hemet Cycle Center's Tom Thomsen (Yam) passed Caspio and Rev. Stewart and the two leaders started dueling over first place in their class. In doing so, they pushed Open leader McBride through some fast laps, which ensured his overall win. Second went to Caspio with a 2-2 score followed by Stevens in third.

There was a new face in the Open Beginner class today. It was 12-year-

old Mike Michetti on his dad's CR480 Honda. Michetti, who is normally seen roosting the Mini Novice class on a KX80, took second behind Danny Morales (Hon). Mike Siegman (Yam) settled for third.

Results

PEE WEE: 1. Mark Nelson (Suz); 2. Troy Halins (Suz); 3. Kyle Mullins (Ita).
 MINI BEG: 1. Adam Fitzgerald (Hon); 2. Brian Beck (Yam); 3. Eric Wicker (Yam).
 125 BEG: 1. Paul Walls (Yam); 2. Todd Cleaves (Kaw); 3. Don Litteral (Hon).
 125 NOV: 1. Tony Straugo (Kaw); 2. Ron Jacobs (Suz); 3. Dean Keeling (Yam).
 125 INT: 1. Danny Cantley (Kaw); 2. Tom Combs (Yam); 3. Tim Toms (Hon).
 125 PRO: 1. Randy Yetto (Yam); 2. Quint Smith (Cag).
 250 BEG: 1. Bobbie Cornell (Hon); 2. Don Wilborn (Yam); 3. Gilbert Verity (Yam).
 250 NOV: 1. Luther French (Suz); 2. Tom Thomsen (Yam); 3. Tim Dale (Cag).
 250 INT: 1. Bob Stephenson (Hon); 2. Larry Dimmitt (Hon); 3. Todd Gibboney (Yam).
 250 PRO: 1. Pedro Macia (Hon); 2. Colin Ryan (Yam); 3. Keith Williamson (Yam).
 OPEN BEG: 1. Danny Morales (Hon); 2. Mike Michetti (Hon); 3. Mike Sigman (Yam).
 OPEN NOV: 1. Patrick McBride (Yam); 2. Tim Caspio (Suz); 3. Jack Stevens (Yam).
 VET EX: 1. Bob Lambert (Hon); 2. David Hassell (Hon); 3. George Luther (Yam).
 VET INT: 1. Pat Dalk (Cag).

Turk torches Pros at Carlsbad MX

By Lana Mattox

CARLSBAD, CA, AUG. 28

Blistering heat and mechanical monsters attacked the riders at Carlsbad's Continental Motorsports Club. Neither conquered Turk, though, as he wrestled his hot Honda through the pack in the first moto, taking the lead in the 500cc Pro class.

The only rider to give him some heat from behind in the first moto

was Steve Rhyan on another fired-up Honda. After the gate dropped, Rhyan quickly hustled his way past Matt Tedder (Hon) and Vic Walker (Hon). He then chased Turk until passing him at the foot of the Carlsbad freeway on the eighth lap to stay out front for three more go-rounds.

Getting the "think fast" sign on the last lap, Turk was in luck when Rhyan blew a shock and boinged around the track to second, as Turk flew past him for the win.

Almost scorching his foes from holeshot to finish in the second moto, Turk was passed only briefly by Tedder on the first lap. It didn't take Turk long to regain the number one spot. Off and sailing over the jumps, Turk steadily increased the distance between the competition and himself to reach the finish line with ease. Tedder and Walker were somewhere behind Turk, having their own private battle. Walker overtook second place on the last lap as they headed over the cliff known as "Devil's Drop." Unfortunately Walker did stop in his tracks after front brake cable trouble tripped him up about 80 feet from the checkered flag.

Tedder then rolled around the crippled Honda pilot to second place and second overall, while Walker walked his mount to fourth place for an overall third. Taking third after sneaking past Walker was Dave Eropkin, sixth overall.

Mechanical bug-a-boos did sack Don Turk in the 250cc Pro class, knocking him back to second place in the points race. However, overall 250cc Pro winner Scott Sargent, on his sizzling Suzuki, didn't let anything get in his way once he left the starting line. Not even a fractured neck bone and cracked rib he received in the Ensenada 5000 three weeks ago, slowed the 16 year old down as he copped third in the first moto and first in the second. Mark Howell, on a Yamaha, won the first moto, but ended up sixth in the second for third overall behind a consistent David Hopwood.

Results

500 PRO: 1. Don Turk (Hon); 2. Matt Tedder (Hon); 3. Vic Walker (Hon).
 250 PRO: 1. Scott Sargent (Suz); 2. David Hopwood (Hon); 3. Mark Howell (Yam).
 125 PRO: 1. Rudy Dickinson (Suz); 2. Mark Denning (Yam); 3. Taylor Marcell (Kaw).
 500 INT: 1. Stewart Hale (Hon); 2. Mark Smith (Suz); 3. Dave Collins (Hon).
 250 INT: 1. Chuck Swanson (Hon); 2. Harry Wensel (Yam); 3. Ed Nowak (Yam).
 125 INT: 1. John Conney (Kaw); 2. Tony Toste (Suz); 3. Randy Rush (Hon).
 500 JR: 1. Steve Baker (Yam); 2. Kent Griffin (Yam); 3. Bob Post (Hon).
 250 JR: 1. Rick Scaramella (Hon); 2. Steve Scannell (Yam); 3. Jim Keegan (Hus).
 125 JR: 1. Craig Whitney (Hon); 2. Roger Saenz (Hon); 3. Bobby Fite (Hon).
 VET MASTER: 1. Mark Smith (Suz).
 VET SPTSMAN: 1. Dan Feathergill (Kaw); 2. Paul Snider (Suz); 3. Steven Cirone (Hon).
 OT MASTER: 1. Chuck Rouse (Hon).
 OT SPTSMAN: 1. Charles Ball (Yam); 2. Al Satterla (Mai); 3. Robert Berdyck (CZ).
 MINI EX: 1. Craig Canoy (Kaw); 2. John Flores (Kaw).
 MINI INT: 1. Sean Deluene (Kaw); 2. Bryan Powell (Kaw); 3. Gary Pratt (Kaw).
 MINI JR: 1. Reed Bowman (Suz); 2. Darren Sanford (Kaw); 3. Max Mattox (Kaw).

"Billy Goat" claims win on Kaw

By Pam Hardin

PHOENIX, AZ, AUG. 27

A rider who's been staunchly clad in yellow for the past couple of years decided to see why there was so many "green meanies" in the Mini classes. For the past three weeks, in the 80cc Amateur class, Billy Carlson rode his Yamaha in the Stock class and the Kawasaki in the Modified class.

The start of Modified moto one saw Carlson in command of the lead ahead of two Bell Road Kawasaki riders, Scott Bawden and Grady Ingram, with Honda House's Jimmy Button close behind. Midway through the race Carlson slipped up. Carlson commented afterwards, "I was pulling away when I biffed on the doubles after the tower." Bawden got by taking over the lead. Carlson, however, made sure it was a short-lived lead. On the white-flag lap Carlson made his move by cutting to the inside in a turn before the straight. Taking over third before the finish was Young Cycle's Button. Staying close in fourth was Ingram.

The next moto was all Carlson's. Without making any mistakes, he cruised for a 1-1 finish ahead of Bawden, and Ingram, who finished ahead of Button and Brent Wineland.

In the first moto of the 125cc Novice Stock class Yamaha rider John Nolan pulled out to a comfortable lead. A couple laps later Adam Vesely slid around Randy Killman for second.

Back in fourth Philip Kleitsch was fending off Chris Boschen and Jim Naegle. By the last lap, Vesely made up the space and put heavy pressure on Nolan. Vesely made it by Nolan before the finish, with Boschen doing the same to Kleitsch for fourth. Killman held on to third.

Nolan again captured the holeshot at the start of the second moto, while Vesely found himself within striking range in second. A few bikelengths behind the leaders, Kleitsch, Boschen and Marc Smith were battling for third. But, by the third lap Boschen secured that position while Vesely, up front, did the same to Nolan; taking over the lead and overall.

Results

Y ZINGER: 1. Sam Hayes (Yam).
 PEE WEE NOV: 1. Brian Cook (Kaw); 2. Aaron Stewart (Kaw); 3. Chris Perry (Kaw).
 PEE WEE AM: 1. Jimmy Button (Hon); 2. Damon Watkins (Kaw).
 80 BEG: 1. Bill Sands (Suz); 2. Morgan Adams (Kaw); 3. Darren Brown (Kaw).
 80 NOV STK: 1. Damon Watkins (Kaw); 2. J.J. Tunnell (Suz); 3. Kyle Killebrew (Yam).
 80 NOV MOD: 1. Damon Watkins (Kaw); 2. J.J. Tunnell (Suz); 3. Don Tistle (Kaw).
 80 AM STK: 1. Brent Wineland (Yam); 2. Scott Bawden (Kaw); 3. David Pedersen (Kaw).
 80 AM MOD: 1. Billy Carlson (Kaw); 2. Scott Bawden (Kaw); 3. Grady Ingram (Kaw).
 80 EX STK: 1. Craig Nielsen (Kaw).
 80 EX MOD: 1. Craig Nielsen (Kaw).
 125 BEG: 1. Jim Kentz (Kaw); 2. Mike McMullen (Kaw); 3. Steve Sampagnaro (Hon).
 125 NOV STK: 1. Adam Vesely (Kaw); 2. John Nolan (Yam); 3. Chris Boschen (Suz).
 125 NOV MOD: 1. Sean Colby (Yam); 2. Tim Tyler (Hon); 3. Marc Smith (Kaw).
 125 AM STK: 1. Dave Fouquette (Yam); 2. Daniel Lellison (Kaw); 3. Dallas Brown (Yam).
 125 AM MOD: 1. Tony Gaines (Hon); 2. Dallas Brown (Yam); 3. Jeff Adams (Hon).
 250 BEG: 1. Steve Bergman (Yam); 2. Herb Scruggs (Suz); 3. Dwayne Hill (Suz).
 250 NOV STK: 1. John Almeda (Hon); 2. David Guy (Yam); 3. Jamey Lucas (Kaw).
 250 AM STK: 1. Jerry Tistle (Kaw); 2. Tim Kennedy (Yam); 3. T.J. Morrow (Hon).
 OPEN NOV: 1. Gaylan Hathway (Hon); 2. Nicholas Schmidt (Mai); 3. Alex Rossborough (Suz).
 OPEN AM: 1. Stuart Peters (Suz); 2. Leonard Hoge (Mai); 3. John McCurry (Suz).
 EX SWEEPSTAKES: 1. Bryan Hayes (Yam); 2. Rick Nagle (Hon); 3. Scott Keyes (Kaw).
 OT AM: 1. Rick Tabor (Hon); 2. Floyd Shalley (Hon); 3. Monte Whitaker (Hon).

Witt shines in Canyon Expert ranks

By Pam Hardin

PHOENIX, AZ, AUG. 20

Yamaha rider Tom Witt had the breaks falling his way, along with a lot of consistent riding, to net him the overall monies in the Expert sweepstakes at Canyon Raceway.

On the first start both Bryan Hayes and Steve Patterson wriggled past

Honda rider Rick Nagle. Riding the wheels off his YZ250 Witt moved up into fourth, then third, all within one lap.

Already several seconds ahead and approaching leader Hayes, Nagle had bombed by Patterson and left him at the back of the pack. Coming around the tight turn after Insanity Ridge, Nagle had a slight edge and took advantage of it. "I knew I had to pass him, but I didn't mean to hit him," he said afterwards.

Nagle had the momentum and passed Hayes, the only Open bike rider, for the lead. Hayes wasn't shocked or scared by the move, and stuck to Nagle's rear tire. They opened a lead on Witt, who ran a comfortable third. Bruce Peters was just as solid in fourth.

Patterson closed in Glen Dawson and made the pass for fifth with three laps to go. The win belonged to Nagle, followed by Hayes, Witt and Peters.

Primed and psyched for the next moto, Witt made his getaway and had a two-second lead by the third lap. Nagle got within striking range, and a broken chain stopped any thought of trying for the win. Patterson kept up in second while Hayes and Peters duelled till the end. Peters took a DNF while Hayes took second overall.

The 125cc Amateurs had a big incentive to win the overall in the Stock class this weekend. There was a \$100 "bounty" posted on Yamaha/Fox Distributing rider Dennis Parker. In his first week back after knee surgery he looked unbeatable, winning three out of his four motos in the Stock and Modified classes.

The bounty was collected by Shawn Hilton. The Blenzoil/Bell Road Kawasaki rider scored a 2-1 finish in the Stock class.

In the first moto it was a see-saw battle between Paker and Hilton. "Dangerous Dennis" regained the lead before the finish after "Mr. Clean" took the lead on the white-flag lap.

Hilton had the lead from start to finish in the next moto with Bryan Bruner, making his debut on a 125cc, a close second. Parker ate it on the second turn but moved up to fifth by the end. Dallas Brown and Dave Fouquette banged bars till the white-flag lap, when Fouquette got around to garner third overall.

Results

Y ZINGER: 1. David Green (Yam).
 PEE WEE NOV: 1. Kevin Kinman (Hon); 2. Cam Courtright (Hon); 3. Eddie Lucas (Kaw).
 PEE WEE AM: 1. Jimmy Button (Hon).
 80 BEG: 1. Henry Wons (Kaw); 2. Morgan Adams (Kaw); 3. Bo Sands (Suz).
 80 NOV STK: 1. Don Tistle (Kaw); 2. Randy Shipley (Kaw); 3. Tim Reeves (Kaw).
 80 NOV MOD: 1. Don Tistle (Kaw); 2. Chip Young (Hon); 3. Jerry Stuart (Kaw).
 80 AM STK: 1. Brent Wineland (Yam); 2. Mike Bailey (Suz); 3. Scott Bawden (Kaw).
 80 AM MOD: 1. Billy Carlson (Kaw); 2. Scott Bawden (Kaw); 3. Jimmy Button (Hon).
 80 EX STK: 1. John Moran (Yam); 2. Curtis Culbert (Kaw).
 80 EX MOD: 1. John Moran (Yam); 2. Curtis Culbert (Kaw).
 125 BEG: 1. Greg Crouse (Suz); 2. Joe Snyder (Yam); 3. Mark Tirman (Hon).
 125 NOV STK: 1. John Montagno (Hon); 2. Tony Osuch (Suz); 3. Rick Bushway (Hon).
 125 NOV MOD: 1. Adam Vesely (Kaw); 2. Jeff Olson (Kaw); 3. Chris Suydam (Suz).
 125 AM STK: 1. Shawn Hilton (Kaw); 2. Dave Fouquette (Suz); 3. Dennis Parker (Yam).
 125 AM MOD: 1. Dennis Parker (Yam); 2. Bryan Bruner (Kaw); 3. Dallas Brown (Yam).
 250 BEG: 1. David Guy (Yam); 2. Mike MacDonald (Hon); 3. Phil Williams.
 250 NOV STK: 1. Raymond Puhr (Hon); 2. John Almeda (Hon); 3. Ken Wood (Yam).
 250 AM STK: 1. Jerry Tistle (Kaw); 2. Craig Olson (Kaw); 3. Steve Akers (Suz).
 OPEN NOV: 1. Neil Goodell (Hon); 2. Clarence Roust (Hon); 3. Rod Elton (Hon).
 OPEN AM: 1. Dennis Parks (Hon); 2. John Mercury (Suz); 3. Scott McGough (Kaw).
 EX: 1. Tom Witt (Yam); 2. Bryan Hayes (Yam); 3. Steve Patterson (Hon).
 OT AM: 1. Rick Myers (Hon); 2. Rick Tabor (Hon); 3. Monte Whitaker (Hon).

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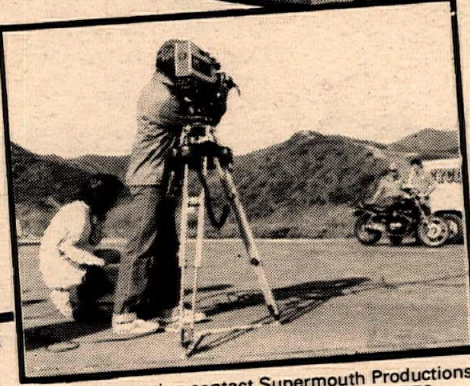
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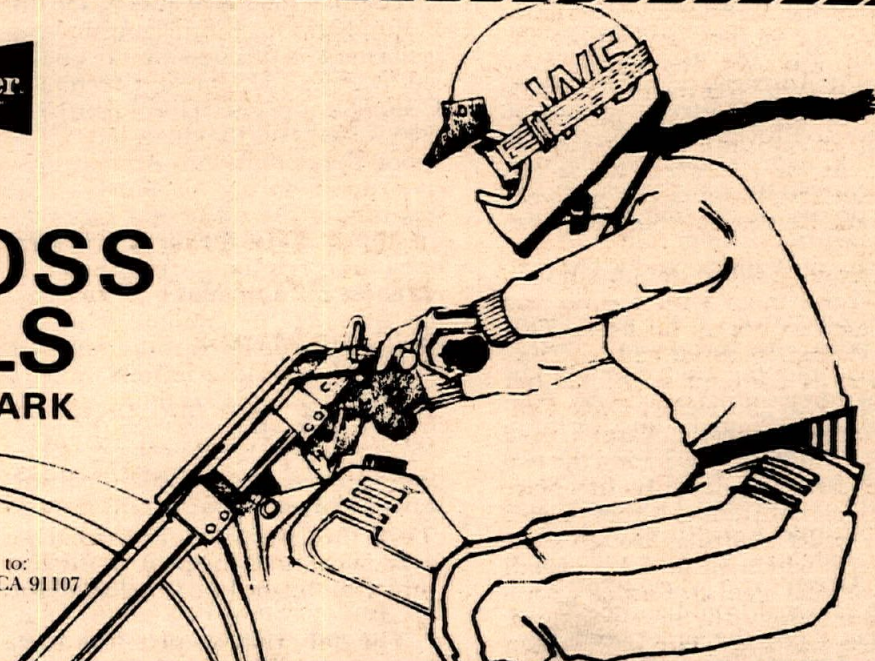
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NORTHERN DATELINE



Allen Silhanek flew his Yamaha to the 125cc Pro victory at Watsonville.

Fay ends FT season with two wins at Bellingham

By Clay Light

BELLINGHAM, WA, SEPT. 3

National number 13 Mickey Fay closed the AMA northwest flat-track season in spectacular style at Hannegan Speedway's three-eighths-mile Championship in Bellingham. Fay topped his heat races, the Open trophy dash and the 250 and Open Pro main events on his N-D/Bel-Ray/Marushin Helmets/Hi-Point/American Hondas. Local product Randy Patterson (Yamaha Northwest/BBRP Racing/Fred Boettner/U.S. Army KTM) took the district number one plate as well as the high points in the 250 and Open classes with consistent riding all season long on Yamaha and KTM machinery.

The 250cc main event was classic Fay, riding his 250 Honda water-pumper into the lead over Randy Green, riding similar machinery. Patterson put his Yamaha into the hunt at the completion of a lap, but the biggest surprise, in third, was Steve Aseltine, who is but 14 years of age and continues to battle with the National numbers. Aseltine rode right up on Green's rear wheel while Patterson rammed from behind. At the halfway flags, the order read Fay, Green, Aseltine, Patterson and Hon-

da-mounted Kirk Strong in the top five. Fay, Green and Aseltine staged an exciting display of speed and maneuverability in the 1-2-3 positions, led by Fay's feet-on-the-pegs style. Fay and Green pulled away from Aseltine, who will be something else in two years when he's able to turn Pro. The finishing order was Fay, Green, Aseltine, Strong and Patterson.

Fay, Green, Strong, Patterson and Charlie Barkman led a National numbers parade on the opening lap of Open action and provided the most spectacular racing of the season in Bellingham. Each race continues to get better and this one was the finale, led by Fay's 500 Honda. Green (500 Hon), Strong (500 Hon) Patterson (500 KTM) and Barkman (500 C-A) shook the grandstands in their top-five runoff on big machinery. The majority of the riders opted for 500 machinery due to the slick track from previous precipitation; only two riders chose to campaign on 750s. The top five were never more than six bikelengths apart throughout the main and made up a mini National.

Fay and Green were doing a good job at hammering away for the lead while another shootout occurred behind in a three-way battle for third between Strong, who initially started in row three due to a miscalculation of the start, Patterson and Barkman. AMA Junior Chris Fitzhugh and fellow Juniors Steve Pruczinski, Don Wilson and Mike Kearney had their own private war going on behind

Barkman, who controlled fifth after Strong and Patterson moved away. Fay held off Green's advances to the flag for his second main win just as he did here last week. Green finished in the runner-up spot on both occasions and is stoked about the possibility of an AMA short track regional here next year, commenting "I like it here, just let me know when it is and I'll fly home from the Nationals." Fay loved the idea of an AMA Pro short track as well, only saying "I'm ready." Third went to Strong, who put the throttle to its stops coming into home plate for the decision over Patterson.

Results

OPEN PRO: 1. Mickey Fay (Hon); 2. Randy Green (Hon); 3. Kirk Strong (Hon).
250 PRO: 1. Mickey Fay (Hon); 2. Randy Green (Hon); 3. Steve Aseltine (Yam).
125 A: 1. Steve Aseltine (Yam); 2. Tom Baldwin (Hon); 3. Carl Larson (Yam).
80 A: 1. Shawn Vennebles (Yam); 2. Jason Anderson (Yam); 3. Kathy Hubble (Hon).
SEASON CHAMPIONSHIPS
OPEN: 1. Randy Patterson (KTM).
250: 1. Randy Patterson (Yam).
125: 1. Steve Aseltine (Yam).
80: 1. Kathy Hubble (Yam).
125 B: 1. John Mullin (Hon).
250 B: 1. Craig Grove (Yam).
OPEN B: (tie) 1. Craig Grove/Bruce Seltviet.
OVER 30: 1. Bill Hilland (Hon).
HIGH-PT DIST: 1. Randy Patterson (KTM/Yam).

Ellis doubles, Silhanek singles at Z.A.P. MX

By Bill Spencer

WATSONVILLE, CA, AUG. 28

Yamaha Support rider Jim Ellis surprised very few in capturing both 250 and Open Pro overall wins at the final Z.A.P. Super-sports CMC Summer Series motocross on the Santa Cruz County Fairgrounds track, while Al Silhanekaced both 125cc Pro shows on his MPE Yamaha.

Ellis, Rick Luther and Paul Duchscher led the first moto of the day in the 250cc round, with Ellis long gone while Jon Nelson worked up and around for the second spot by mid-moto. The second round was similar with Nelson catching up quicker but still leaving a wide margin of victory for Ellis. Luther grabbed third overall with a 3-4 count over a much-improved Duchscher in fifth behind Doug McRae.

Cross-country specialist Scott Davis kept busy in the off season by winning both Open Intermediate motos with two seconds, and then took the Vet Expert class, winning both motos.

Phil Douglas led the Open Pros around for better than a lap until Phil Oveland berserked his Moore & Sons Husky to the front and won the first moto handily. Bret Cahors took a pair of seconds for second overall in a race that had some strange positioning that saw Billy Grossi riding Rich Lokke's Honda but go out each moto with problems. A good come-from-behind effort by Ellis in the first round and then a runaway second round was good for the overall victory with a 3-1.

Ellis was last guy out and ninth around on the first-moto lap count and worked to a close third place behind Cahors. Grossi looked very good running third along with Douglas and Cahors until his engine seized. In the second round Ellis' yellow Yamaha was colored "gone" while Oveland had the deep-in-the-pack syndrome to overcome.

Oveland moved from seventh to fourth at mid-point and then worked by Douglas for third, but had no chance at second-place. It was Ellis

on top, with Cahors and Oveland second and third. Douglas, 4-4 and Doug McRae, 5-5, rounded out the top five.

Results

250 PRO: 1. Jim Ellis (Yam); 2. Jon Nelson (Yam); 3. Rick Luther (Hon).
OPEN INT: 1. Scott Davis (Hon); 2. Greg Raub (Yam); 3. Phil Gribnau (Kav).
VET EX: Scott Davis (Hon); 2. Dean Brown (Hon); 3. Steve Machado (Yam).
VET INT: 1. Dave Burgess (Yam); 2. Bob Tomschin (Suz); 3. Garyu Estes (Suz).
VET NOV: 1. Rick Sutton (Hon); 2. Jerry Silsdorf (Yam).
250 NOV: 1. Rene Niland (Yam); 2. Tim Smith (Hon); 3. John Nelson (Yam).
OPEN PRO: 1. Jim Ellis (Yam); 2. Bret Cahors (Hon); 3. Phil Oveland (Hus).
125 INT: 1. Jeff Pestana (Yam); 2. Bob Bowen (Hon); 3. Doug Hamilton (Yam).
125 PRO: 1. Allen Silhanek (Yam); 2. Paul Duchscher (Yam); 3. Chris Benencoss (Hon).
OT EX: 1. Jim Auvinen (Suz); 2. Gene Hrobsky (Hus).
OT INT: 1. Max Goode (Yam); 2. Ken Yarn (Mai).
125 INT: 1. Sean Lollar (Yam); 2. Don Hagio (Hon); 3. Tim Teman (Yam).
MINI: 1. Scott Hunter (Yam); 2. Jesse Britain (Yam); 3. Bob Frank (Yam).
250 INT: 1. Doug Krikorian (Hon); 2. Danny Sell (Hon); 3. Doug Gillette (Kav).
OPEN JR: 1. Mike LaPaglia (KTM); 2. Rick Herman (Hon); 3. Jay Carter (Mai).

Yamamotos, Cruickshank finish Heutter season in style

By Clay Light

COEUR D'ALENE, ID, SEPT. 1

Ron Yamamoto and Tony Cruickshank fought it out to the bitter end at Huetter Speedway's three-eighths-mile flat track championship. The battle initially started with the opening race of the season and didn't let down until the final lap of the Open Expert main event. Yamamoto took surprising wins in the 500 and Open Expert events, while Cruickshank took a special 15-lap race for a trophy as well as netting high point honors in the 500 and Open classes.

It's sad to see northwest flat track end for another season, but Cruickshank's and Yamamoto's rivalry put 2000 fans on their feet in the 500cc Expert main. The points battle had been decided last week in Cruickshank's favor, but that didn't stop Yamamoto, who was out for vengeance and pushed his National number 46-plated Suzuki 500 into the lead. Cruickshank (Taewest/Red Baron Pizza/Advanced Auto/Coeur D'Alene Hon) wanted to go out in fine style with the big-bore wins, but Yamamoto continued to lead over Cruickshank, AMA Experts Rich Hayman (480 Hon) and Arney Wick (480 Hon). Wick put a pass on Hayman and went after Cruickshank, which set the stage for another classic confrontation behind the duo. Yamamoto (Dick's Suz/Simpson/MP Racing Products/Bosch Suz) held the upper hand, holding it to the inside and the keeping the throttle pegged to win over Cruickshank and Wick.

Rusty Yamamoto's Karl Landrus Yamaha went into the lead in the 250cc Expert main and was untouchable; Rusty has come on strong as of late and put it to a talent-laden field for the win. Yamamoto held the lead wire to wire to grab a good portion of the payoff over Novices Tim Stults and Tracy Collins. Fourth after a lengthy 10-lap dispute was Phil Hamby, over Rodney Ginn and Andy James.

The Yamamoto brothers demolition crew made yet another appearance in the Open Expert main event, which would be one of the most exciting battles of the season, and a fine way to close. In the early going,

it was elder brother Ron, who pushed his Suzuki into a slim lead over Hayman (750 Tri), Cruickshank (480 Hon), and brother Rusty (495 Yam). Yamamoto, who has a more aggressive style than anyone in the northwest had Cruickshank steaming, due to some "clanging of the artillery," and made the race a fight to the finish. The last five laps of the 1983 season erupted into a battleground with Yamamoto holding the lead and Hayman pitching his big 750 around in front of Cruickshank, who was making vain attempts at getting around the duo. Yamamoto held on for the win to the checkered flag, riding his best race to date to finish off the season over Hayman, who also rode spectacularly and beat Cruickshank. Rusty Yamamoto came home in a fourth.

Results

OPEN EX: 1. Ron Yamamoto (Suz); 2. Rich Hayman (Tri); 3. Tony Cruickshank (Hon); 4. Rusty Yamamoto (Yam).

500 EX: 1. Ron Yamamoto (Suz); 2. Tony Cruickshank (Hon); 3. Arney Wick (Hon); 4. Rich Hayman (Hon).

250 EX: 1. Rusty Yamamoto (Yam); 2. Tim Stults (Yam); 3. Tracy Collins (Hon); 4. Phil Hamby (Yam).

OPEN A: 1. Jeff Seldon (Hon); 2. Jackie Smith (Hon); 3. Fran Gillhoover (Hon).

500 A: 1. Rusty Yamamoto (Yam); 2. Jeff Seldon (Hon); 3. Jackie Smith (Hon).

250 A: 1. John Mitchell (Yam); 2. Clint Baskett (Yam); 3. Mike Boge (KTM).

125 A: 1. John Mitchell (Yam); 2. Troy Hedge (Yam); 3. Denny Smith (Yam).

80 A: 1. Troy Hedge (Yam); 2. Billy Lenz (Yam).

60 A: 1. Lowell Thompson Jr. (Yam); 2. Snowman Smith (Yam); 3. Kevin Schenckepier (Yam).

PP: 1. Suzi Epler (Hon); 2. Lori Gillhoover (Hon); 3. Trixy Darrarr (Yam).

Huetter High-Point Championship: 1. Tony Cruickshank.

Roloff breaks into lead for AFM title

By Frank Nellis

Photo by Doreen Robertson

SONOMA, CA, AUG. 28

The American Federation of Motorcyclists North met at Sears Point International Raceway for the penultimate race of the 1983 season today. The points race for the club championship is winding down and the four leaders, Frank Mazur, Earl Roloff, Bernd Koegler and Jim Poet, are separated by only a handful of points.

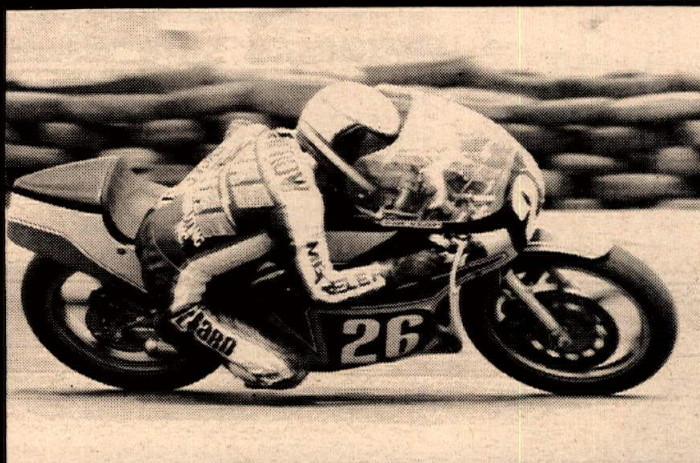
The 750cc Modified Production race featured two of the leaders in the same race. Roloff got off the line first on his Seaweed Kawasaki GPz750. He was followed by Mazur, Dave Garoutte and Ken Evan. Roloff, Mazur and Garoutte quickly formed a freight train as the trio roared around the track with only a second separating the first and third bikes. Garoutte followed Mazur for a lap, then made a breaking pass on Mazur at the entrance to turn seven and set his sights on Roloff. By this time the trio had caught up to the earlier-starting Open class bikes and began to weave their way through the bigger machines.

At the halfway point, Garoutte made his move on Roloff. The veteran rider passed Roloff in the exit of turn eight to take the lead. Mazur, not wanting to be outdone, passed Roloff in turn nine.

The trio came up on an Open bike at the entrance to turn eleven. Garoutte took a classic wide line to ride around the big bike; Mazur compromised and split difference between Garoutte and the big bike, which had the inside line. Roloff had to settle for what was left. The open bike, unable to stop as quickly as the nimble 750s, was driven wide, screening out Garoutte and Mazur.

ND Spark Plugs Win Again at Brainerd, MN National Road Races

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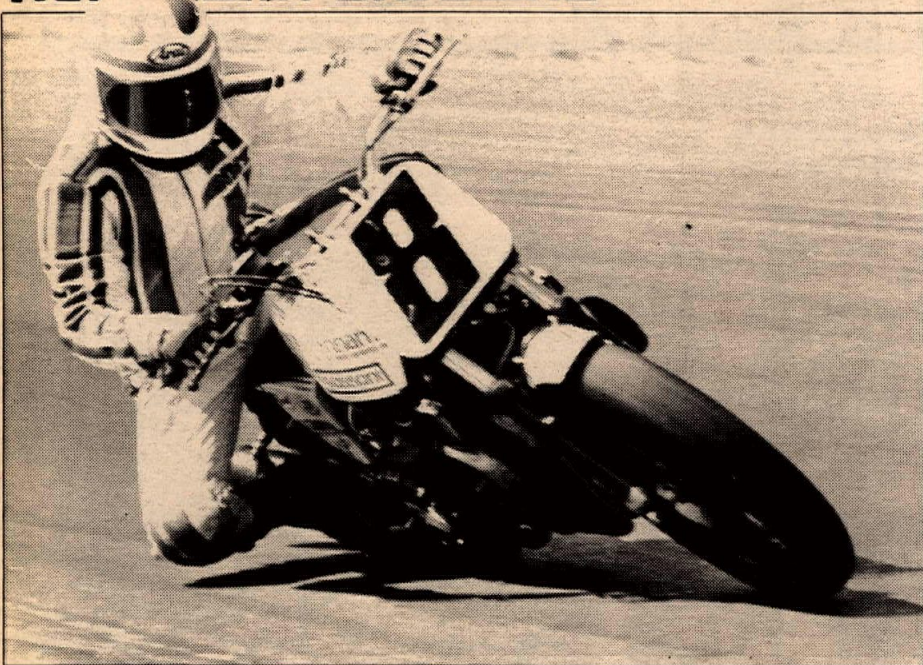
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Cycle News Closeout
When they are gone — They're gone!



NORTHERN DATELINE



Denny Doherty skims through a turn in AFM Sears Point action.

When the mayhem was sorted out, Roloff was in the lead, Mazur was in second and Garoutte was trailing in third once again. When the white flag came out, the pace quickened and Garoutte worked his way around Mazur, desperately trying to reel in Roloff. Garoutte was sliding his bike in every turn trying to catch the Kawasaki, and soon found himself sliding on his leathers instead.

The race ended with Roloff taking the win, Mazur finishing in second and Ken Evan comfortably riding to third on his GS750.

In sharp contrast to the more aggressive classes, the Vintage race offers a comradery unparalleled in the club. In this group of riders, a racer successfully nursing his antique around the track long enough to take the checkered flag is as much cause for celebration as a win.

Today the class had assembled an especially exotic collection of machinery. These included a Ducati Diana MKIII, a BSA 350 Gold Star B32, and a Barilla Grand Sport.

When the green flag dropped on the Vintage race, Fred Mork got into turn one first on his Yetman-Ducati. He was followed by Dave Troeschler, Chris Quinn and Gary Cole. Troeschler got by Mork in the carousel, and Mork was then passed by Cole and Quinn in turn 11. At the midway point, Cole's BSA started sputtering and he dropped off the pace, allowing Quinn and Mork to get by. Then two laps later, Cole's Beezer started working again. He reeled in Mork but was unable to catch Quinn before the checkered flag fell.

The race ended with Troeschler taking a easy win on his 1965 Ducati Scrambler, Quinn finishing second on his 1965 Ducati Diana and Gary Cole finishing third on his 1955 BSA Gold Star.

Results

FORMULA I: 1. D. Garoutte (Kaw); 2. D. Doherty (Kaw); 3. M. Ross (H-D).
FORMULA II: 1. B. Koegler (Hon); 2. P. Baird (Kaw); 3. F. Thomas (Yam).
FORMULA III: 1. B. Tillseth (Yam); 2. F. Thomas (Yam); 3. C. Askland (Yam).
FORMULA IV: 1. E. Kondo (Yam); 2. J. Leggitt (Yam); 3. G. Pendagrass (Yam).
FORMULA IV A: 1. A. Scott (Yam); 2. C. Hughes (Hon); 3. M. Johnson (Yam).
VINTAGE: 1. D. Troeschler (Duc); 2. C. Quinn (Duc); 3. G. Cole (BSA).
FORMULA S: 1. C. Sager (CanAm); 2. A. Yarrow (Yam); 3. C. Foster (Rotax).
FORMULA T (0-750): 1. M. Riolo (Yam); 2. M. Johnson (Yam); 3. J. Carter (Tri).
FORMULA T (Open): 1. M. Ross (H-D); 2. D. Battley (BMW); 3. D. Troeschler (Duc).
OPEN SUPER ST: 1. D. Doherty (Kaw); 2. R. Weiland (Suz); 3. A. Yarrow (Yam).
601-750 SUPER ST: 1. B. Koegler (Hon); 2. P. Baird (Kaw); 3. J. Harrget (Kaw).
230-600 SUPER ST: 1. J. Poet (Kaw); 2. J. Montoya (Yam); 3. W. Boyd (Kaw).

OPEN MOD PROD: 1. M. Kauzlarich (Suz); 2. D. Wright (Kaw); 3. S. Mott (Hon).
601-750 MOD PROD: 1. E. Roloff (Kaw); 2. F. Mazur (Hon); 3. K. Evans (Suz).
451-600 MOD PROD: 1. E. Roloff (Kaw); 2. T. Brubaker (Kaw); 3. K. Graves (Yam).
251-450 MOD PROD: 1. D. Alexander (Yam); 2. J. Stephan (Yam); 3. S. Moore (Yam).
0-250 MOD PROD: 1. G. Overman (CanAm); 2. M. Fenner (CanAm); 3. A.J. Parks (CanAm).
OPEN STK PROD: 1. M. Kauzlarich (Suz); 2. D. Wright (Kaw); 3. R. Curtis (Kaw).
601-750 STK PROD: 1. E. Roloff (Kaw); 2. K. Evan (Suz); 3. D. Garoutte (Hon).
451-600 STK PROD: 1. T. Brubaker (Kaw); 2. K. Graves (Yam); 3. F. Mazur (Kaw).
0-450 STK PROD: 1. P. Yasinitski (Yam); 2. P. Cotton (Suz); 3. M. Glisson (Suz).

Flores up to the task at Baylands

By Bill Spencer

FREMONT, CA, AUG. 25

Fifteen-year-old Tony Flores continues to be the "baddest" at the best little Thursday night CMC motocross in the Bay Area, as he took the 125cc Pro win again. Rich Mythen was back to form and won the 250cc Pro show.

Allen Silhanek led the first 125cc Pro moto on his MPE YZ and looked for all intents to be the fast kid around, but Flores started gassing it on the stadium-styled course and won in close racing.

In the second round, it was the opposite, with Flores getting the best of the first turn and winning, while Silhanek had more than his fair share of troubles to finish third behind Craig Christian.

Mike Minjares was the only 125cc Intermediate in town but worked extra hard and took the overall combined with the 250cc guys. Bob Zamaroni won the first moto on his Zoom Cycle special and was leading the second when the little kid on the 125 came zooming by for the win and the overall.

Andy Urrutia took tops in the 80cc Jr with a 2-1 over Jesse Britian who won the first round but slipped a bit and took an eighth in the second to finish fifth behind Fen McDaniel, Shawn Moynihan and Jeff Chalmers.

Craig Christian easily won the first round of 250cc Pros on his Karl Motors/Cycle Gear Yamaha, with Rick Delong and Theo Bernhard out early. Andy Tressor took third to Rich Mythen on his Open Honda and DNF the second moto, while Mythen came to life for the first time in months and ran off with the overall. Tim Tremaine, with a little urging from Billy Grossi, took second in

that moto but third overall behind Christian, who worked up for the third and second overall.

Results

OPEN INT: 1. Dave Deuser (Hon); 2. Jerr Irwin (Hon).
OPEN JR: 1. Pat Vacchieri (Yam); 2. Mike LaPaglia (KTM); 3. Danny Robinson (Yam).
125 PRO: 1. Tony Flores (Yam); 2. Craig Christian (Yam); 3. Allen Silhanek (Yam).
250 INT-125 INT: 1. Mike Minjares (Suz); 2. Bob Zamaroni (Yam); 3. Bob Fields (Hon).
60's: 1. Don Mianjanida (Kaw); 2. Brian Gouveld (Kaw).
80 JR DIV I: 1. Andy Urrutia (Yam); 2. Fen McDaniel (Kaw); 3. Shawn Moynihan (Suz).
80 EX-INT: 1. Eric Sandstrom (Hon); 2. Robby Hermanek (Suz); 3. Jason Assad (Kaw).
80 JR DIV II: 1. Jeff Wenger (Kaw); 2. Darren Gallagher (Yam).
125 JR DIV I: 1. Paul Fitzgerald (Hon); 2. Doug Hagio (Hon); 3. Mark Spencer (Kaw).
125 JR DIV II: 1. Ken Wiseman (Yam); 2. Eric Karo (Hon); 3. Steve Daneu (Yam).
MASTERS OT-VET: 1. Jerry Caton (Suz); 2. Mike Collins (Hon); 3. Rich Lokke (Hon).
OT-VET SPORTSMAN: 1. Dave Burgess (Yam); 2. Ken Nederveld (Kaw); 3. Dannis Gately (Yam).
250 PRO: 1. Rich Mythen (Yam); 2. Craig Christian (Yam); 3. Tim Tremaine (Yam).
250 JR DIV I: 1. Ken Wiseman (Yam); 2. John Zender (Yam); 3. Larry Rose (Hon).
250 JR DIV II: 1. Craig McLean (Hon); 2. Mike Norton (Hon); 3. Kevin Nelson (Suz).

Davis turns it on at SIR

By Bruce Scholten

KENT, WA, AUG. 21

Totem Lake Honda-Kawasaki's Joe Davis took his mid-season surge to Seattle International Raceway today with a win and two seconds.

In Formula One, John Doyle's Bellevue Suzuki monsterbike held Davis' Suzuki to second, ahead of John Brady's Kawasaki. "How can you lose with two hundred horsepower?" explained "Madhatter" Doyle.

Finally recovered from his Westwood crash, Dan Zlock returned to win Superbike. Brother Dale was a bit miffed that he had to race his own Suzuki again, but managed fifth behind Mark Hislop's Suzuki. Claude Hislop had beaten Joe Davis' Suzuki in the morning qualifying heat. But in the final, Davis managed to get by him for second place.

The 750cc Production race was Davis' sweetest moment. His GPz750 is now dialed in and won the morning heat race. Davis and Larry Buck were first off the line in the final. Buck led into the turn-two sweeper, then Davis passed him in the esses. Leading in turn eight, Davis left foot came off the peg and he almost ran off the outside, and fell back by two seconds. Two laps later, Davis caught Buck's Interceptor and went by on the inside coming out of turn four.

After that Davis disappeared. "I rode conservatively, because Davis is a hard charger, and I didn't want to jeopardize my season points lead," said Rainier Honda's Buck, who has the 750cc Prod championship virtually sewn up. Ted Connor's Precision Motorcycle Repair GPz took third over Ricky Giles' Interceptor.

Results

SUPERBIKE: 1. Dan Zlock (Suz); 2. Joe Davis (Kaw); 3. Claude Hislop (Hon).
OPEN PROD: 1. Bruce Behal (Kaw); 2. Bruce Scholten (Hon); 3. Frederick Morser (Hon).
600 PROD: 1. Ron Fugere (Kaw); 2. Bruce Behal (Kaw); 3. Duff McDaniel (Kaw).
600 MOD PROD: 1. Alan Inglis (Yam); 2. Bruce Behal (Kaw); 3. Lance Thornton (Yam).
OPEN GRAN PRIX SINGLE OGPS: 1. Stan Jau-Jau (Yam); 2. Jim Speer (Yam); 3. Gill Boardman (Hon).
860 MOD PROD: 1. Dan Zlock (Suz); 2. Michael Kelley (Suz); 3. Dale Zlock (Suz).
FORMULA ONE: 1. John Doyle (Suz); 2. Joe Davis (Suz); 3. John Brady (Kaw).
750 PROD: 1. Joe Davis (Kaw); 2. Larry Buck (Hon); 3. Ted Connor (Kaw).
450 PROD: 1. Terry Williams (Yam); 2. Dan Wood (Yam); 3. Ken Wimer (Hon).
450 MOD PROD: 1. Dick Burnham (Yam); 2. Marty Wilkison (Hon); 3. Brian Hlauka (Yam).
OPEN MOD PROD: 1. Bryan Correll (Hon); 2. John Brady (Kaw); 3. Tom Nakashima (Suz).

Anderson, Michlitsch, Tyler take \$1500 jackpot

By Brian Barnes

PORTLAND, OR, AUG. 11

The Washougal National must have loomed in the minds of almost every professional who opted not to participate in this year's annual PIR Pro Challenge. Only 12 Pro riders battled for top honors and a share of the \$1500 guaranteed purse. A huge amateur turnout was once again on hand as was a nice crowd to watch York Yamaha/MX Fox/ATK-sponsored Jim Anderson score a 2-1 tally for the 125cc overall, while Eastside Kawasaki's Tim Michlitsch took both 250cc wins as did Maico Support rider Scott Tyler in Open.

Due to the fact only three riders were entered in both 125cc and Open classes, they were combined. Michlitsch, Anderson and Grayson Hart rounded turn one as the 125s got underway, with Tyler, Honda Support rider Arne Hettman and Montana's Mark Johnstone, also on a Support Honda, making up the Open class. The race never changed, with all six riders holding the same positions they had taken on the start.

The second round found Michlitsch leading Anderson until just after the midway sign and kept the Team Green rider at bay for the remainder, while Hart wasn't far off the pace, taking another third. Tyler was again on top of the situation in the second Open round, with Johnstone scoring second after Hettman had a problem only two laps from the finish.

The 250cc race had six riders entered and the top position belonged to Michlitsch from start to finish in both races. Anderson and Tyler were second and third during both races and also claimed those overall positions.

Results

WEE PEE WEE: 1. Jeff Lee (Hon); 2. Jay Hasler (Yam); 3. Nathan Gravelle (Yam).
PP: 1. Tricia Lyons (Yam); 2. Lori Howard (Suz); 3. Tammy Bufton (Yam).
PEE WEE A: 1. Britt Woodring (Hon); 2. Jason McCormick (Kaw); 3. Denny Kishpaugh (Kaw).
PEE WEE C: 1. Travis Markell (Yam); 2. Chris Fleming (Kaw); 3. Tony DuVall (Kaw).
100 A: 1. Martin Hansen (Yam); 2. David Ingwood (Yam).
100 C: 1. Tim Botte (Yam); 2. Tom Ireland (Yam); 3. Tom Wipple (Suz).
MINI A: 1. Kurtis Rogstad (Yam).
MINI B: 1. Darren Rogers (Yam); 2. Corey Evans (Kaw); 3. Mike Bell (Yam).
MINI C DIV 1: 1. Clinton Washburn (Kaw); 2. Michael Searles (Yam); 3. Torey Sue (Yam).
MINI C DIV 2: 1. Chad Bolte (Kaw); 2. Jim Orcutt (Yam); 3. Rodney Femrite.
125 PRO: 1. Jim Anderson (Yam); 2. Tim Michlitsch (Kaw); 3. Granson Hart (Kaw).
125 B DIV 1: 1. Eric Winters (Yam); 2. Del Latham (Suz); 3. Tress Belcher (Suz).
125 B DIV 2: 1. Bruce Barnes (Hon); 2. Richie Lee (Hon); 3. Dwaine Sieler (Kaw).
125 C DIV 1: 1. Troy Bangs (Suz); 2. Bill Phinney (Yam); 3. Michael Smith (Hon).
125 C DIV 2: 1. Rich Justice (Suz); 2. Jim McIntosh (Yam); 3. Ed Meusec (Suz).
250 PRO: 1. Tim Michlitsch (Kaw); 2. Jim Anderson (Yam); 3. Scott Tyler (Mai).
250 B: 1. Dave Hendershot (Yam); 2. Kyle Hall (Hon); 3. Herb Gelow (Hon).
250 C: 1. Mark Bennett (Hon); 2. Steve Hiersche; 3. Don Bisceglia (Hon).
OPEN PRO: 1. Scott Tyler (Mai); 2. Mark Johnston (Hon); 3. Arne Hettman (Hon).
OPEN B: 1. Mike Hickman (Hon); 2. Roger Evans (Hon); 3. Larry McCarty (Hon).
OPEN C: 1. Bob Johnson (Hus); 2. James Knight (Mai); 3. Roger Knight (Yam).
OTH A: 1. Dave Eakin (Hon); 2. Mike Mickman (Hon); 3. Roger Knight (Yam).
OTH B: 1. Mike Mather (KTM); 2. John Foeckler (Suz).
OTH C: 1. Dennis Kishpaugh; 2. Paul Johnesse (Hus).
OT A: 1. Gary Bonds; 2. Bill Naylor (Yam).
OT B: 1. Jerry Hiersche (Kaw); 2. David Gallaway (KTM); 3. Vern McCall (Hon).
OT C: 1. Carl Waddington (Hon); 2. Tom Harmon (Yam); 3. Richard Abrams (Yam).

Family feud at Gold Cup final

By Brian Barnes
OLYMPIA, WA, AUG. 7

With the last race of the 1983 Yamaha Perpetual Gold Cup on tap today at Thurston Gray's ORV Sports Park, several very interesting points battles shaped up between amateur entrants, while a number of other riders had already clinched their gold cup laurels and chose to take a rest or race in the Ponca City Nationals.

The most interesting battle came between the Yamaha-mounted brother combos of Jeff and Bryan Birkestol along with the Williams duo of Scott and Mike. The older brothers, Jeff and Scott, competed in the 250cc A Class while Bryan and Mike fought it out in the 125cc A class.

Scott and Jeff were the pair to beat at all nine races, with each rider spending an almost equal amount of time up front. The last race, however, belonged to Jeff as he went on to a double-moto sweep for first overall. Bob Monroe, Charlie Mitchell and Marshall Favre were second, third, and fourth while Williams' fifth-place finish left him a mere four points shy of the elder Birkestol's total.

The 125cc A Class has been mostly a toss-up for winners the entire series, but Bryan and Mike always finished in the top five to keep their points battle the closest of the series. Kevin Webster was on top of the overall win with Suzuki-mounted Rudy Smith scoring second. Mike had beaten Bryan the first moto with a fourth while Birkestol was right behind in fifth. The second round found Mike in front of Bryan until an unfortunate spill gave Bryan fourth place in the moto and third overall while Mike took seventh in the moto and fourth overall. The points ended up with the Birkestol camp collecting another series championship as Bryan edged out the younger Williams 138 to 137.

The 80cc B Class found Jason McCormick winning both motos but coming up two points shy of Shane West's Kawasaki for the series, while Honda-mounted Bruce Barnes took a double-moto sweep of a 45-rider 125cc B field only to come up eight points behind Lloyd Young's Yamaha.

Tara Harrison romped over the Pee Wee A Class with a two-moto blitz and then scored another win over 39 of her male peers in the 80cc B Class.

Results

60 A: 1. Tara Harrison (Kaw); 2. Rod Stanley (Kaw); 3. Brad Lewis (Kaw).
60 B: 1. Jason McCormick (Yam); 2. Reed Stanley (Kaw); 3. Larry Young (Yam).
80 A: 1. John Sowards (Kaw); 2. Oren Bray (Kaw); 3. Kevin Kelly (Kaw).
80 B: 1. Tara Harrison (Kaw); 2. Donovan Hertwig (Suz); 3. Boris Portnoy (Kaw).
100 A: 1. Kevin Kelly (Yam); 2. Les Yocum (Yam).
100 B: 1. Scott Knudsen (Yam); 2. John Whitmore (Yam); 3. Garret Powers (Yam).
125 A: 1. Kevin Wester (Suz); 2. Rudy Smith (Suz); 3. Bryan Birkestol (Yam).
125 B: 1. Bruce Barnes (Hon); 2. Scott Harrison (Kaw); Russ Tom (Hon).
250 A: 1. Jeff Birkestol (Yam); 2. Bob Monroe (Kaw); 3. Charlie Mitchell (Hon).
250 B: 1. Al Carstensen (Hon); 2. Duane Spiwak (Yam); 3. Lance Sponberg (Hon).
OPEN A: 1. Charlie Mitchell (Hon); 2. Brian Leonard (Hon); 3. Dan Rager (Hus).
OPEN B: 1. Troy Rose (Yam); 2. Norman Bergsma (Hon); 3. Troy Luchini (Hon).
OTH A: 1. Dan Rager (Yam); 2. Richard Kelley (Hus); 3. Pat McCafferty (Yam).
OTH B: 1. Norman Bergsma (Hon); 2. Bill Hansen (KTM); 3. Steve Husko (Hon).
OT A: 1. Bob White (Mai); 2. Gordon Graham (Hon); 3. Jerry Shirley (Mai).
OT B: 1. E.L. Collins (Yam); 2. Richard Regan (Hon).

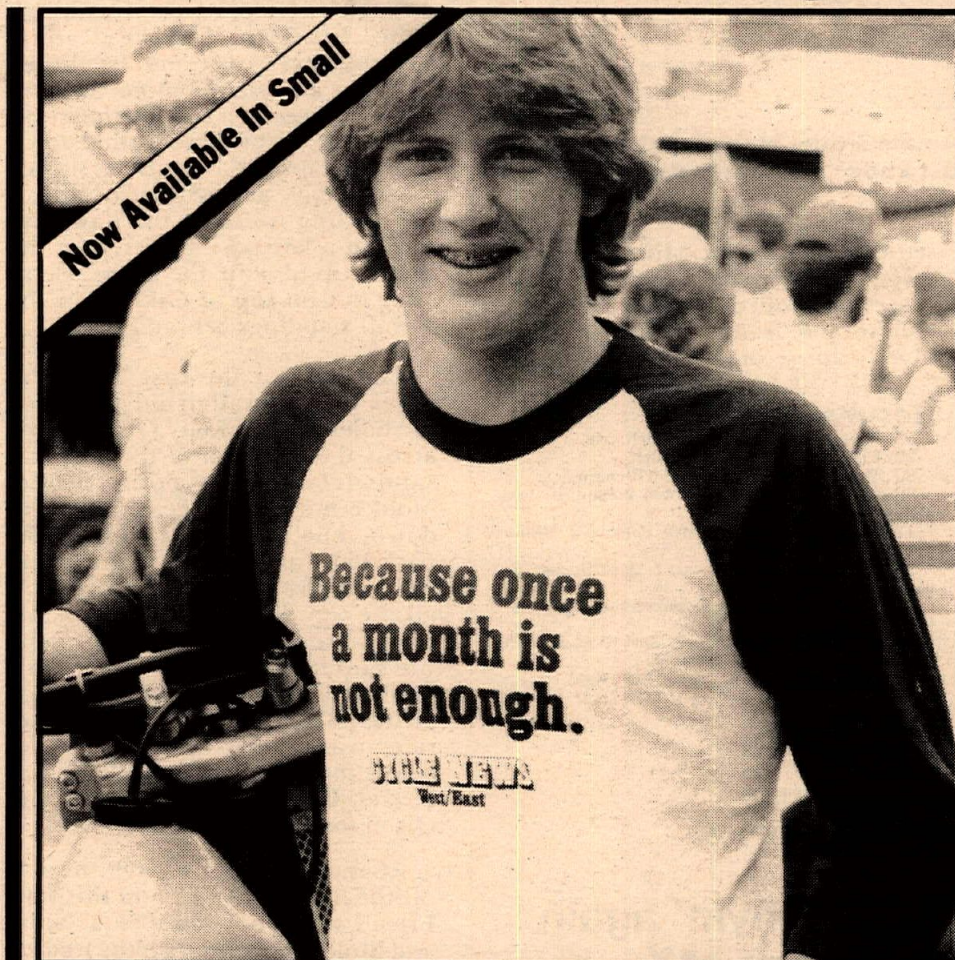


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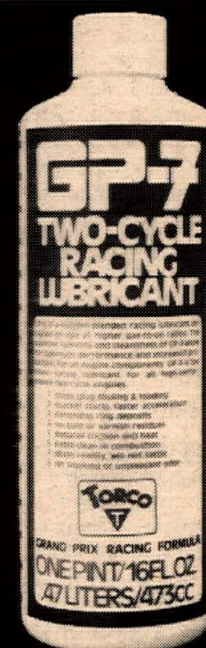
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Jack Yost took both the 250 and Open Amateur titles at the Southern States Championships, despite a DNF in the last 250cc race of the series.

Yost roosts at Wichita Falls

By Frank H. Harrison

WICHITA FALLS, TX, SEPT. 4

Mike Kidd's three-day Labor Day weekend Southern States Championship series ended up with a half-mile event at the Wichita Falls Speedway on this hot, dusty Sunday afternoon in blistering north Texas.

With the 50, 60 and 80cc Junior events won by Jason Adcock, Scott Williams and Ronnie LeBleu respectively; the 80cc Senior riders put on a good show with Trace Polson and Mike Hale engaging in a real battle at the start. Hale had stretched a good lead, followed by Polson, Tim McKay and Chad McCracken when Ronnie Le Bleu fell and the race was red flagged. The restart again saw Hale and Polson resume battle, with McKay in third and McCracken in fourth, and that was the order at the finish.

In the 250cc Amateur division, it was Jack Yost, riding his Motorcycle Specialties Yamaha, getting the hole-shot, followed by James McQuaid and Jack Surber on his Carter's Yamaha. Surber passed McQuaid by the second lap, and Rocky Fivecoat hung in for fourth as Yost set sail, only to roll to a stop on the start/finish line, leaving Surber temporarily in the first position. The battle continued to the finish as Fivecoat zapped McQuaid and Surber to take the win.

Not to be outdone, Yost jumped on his bigger bike for the Open Amateur final and chased James Huddleston into turn one for a big battle for several laps, with Yost coming out in the lead on his Terry Bishop-tuned Motorcycle Specialties-sponsored Triumph. Yost and Huddleston battled in a wheel-to-wheel duel, but the race

settled down, with Mitch Houden several lengths back in third and Fivecoat in fourth. Yost pulled out a comfortable lead at the finish, with Huddleston second and Houden third.

Results

50: 1. Jason Adcock; 2. Leah Richards.
60: 1. Scott Williams; 2. Tim McKay.
80 JR: 1. Ronnie LeBleu; 2. Bill Richards.
80 SR: 1. Mike Hale; 2. Trace Polson; 3. Tim McKay.
125: 1. Mike Hale; 2. Trace Polson; 3. Willie McCoy.
250 AM: 1. Rocky Fivecoat; 2. Jack Surber; 3. James McQuaid.
OPEN AM: 1. Jack Yost; 2. James Huddleston; 3. Mitch Houden.
250 PRO: 1. Gene Fisher; 2. Gary Kidd; 3. Alan Powers.
OPEN PRO: 1. Gene Fisher; 2. Gary Kidd.
SOUTHERN STATES CHAMPIONSHIP CLASS CHAMPIONS:
50cc: 1. Jason Adcock.
60cc: 1. Scott Williams.
80cc JR: 1. Bill Richards.
80cc SR: 1. Mike Hale.
125cc: 1. Mike Hale.
250cc AM: 1. Jack Yost.
OPEN AM: 1. Jack Yost.

Friend flyin' again at Osage MX

By Brian George

OSAGE, WY, AUG. 28

One hundred motocross racers from a five-state region converged upon the Osage Motocross Track just outside of Newcastle, Wyoming, Sunday for the 19th round of the Borderline Racing Association's 21-race series, and with the points battles in every class growing tighter, this points-paying event was important as the season draws nearer to the end.

Spearfish Honda's "Flyin' Mike" Friend extended his overall win streak in both the 125 and 250cc Pro categories with back-to-back overall honors in the two divisions, despite very heavy competition in the 125s from LeeVern Berry, and Dave Molder in the 250cc wars.

Round one of the 125s saw Rick Wooley and Berry go into the first

turn side by side as Friend followed in third, but Berry quickly took command, and Friend slipped into the runner-up slot coming out of the five back-straight whoops. The leading duo set up a fierce pace as they went head to head for the leading position, but Berry held strong despite Friend nudging a wheel ahead in a few double-berms. Berry's Kawasaki was superior in top speed, and could pull the Honda down the many long straights, and all Friend could do was settle for a runner-up ride. On the final lap Berry got careless, slowed down, and Friend tried a last-straight blitz out of a double-berm, but again Berry's Kawasaki motored ahead into the final turn and across the line. Todd Gikling picked up third on his Black Hills Yamaha behind Friend.

In round two, it was again Berry with the holeshot and Friend right behind, and at the end of the first lap the race looked like a rerun of the final lap of the opening moto. Friend tried an outside line in a double-berm to get the drive on Berry's Kawasaki, and when Berry went for a rougher inside line in the final corner of the first lap, Friend blasted around the outside and the pair went side by side through the air off the finish-line jump. Friend pulled ahead going into the next corner, and from then on it was all Friend's moto, as Berry could not mount a serious charge on the leader. As the moto wound down and Friend pulled away, Berry slowed considerably, and with two laps to go, Gikling reeled in the Kawasaki and put a late pass on Berry for the runner-up slot in the moto. Berry came out on top of Gikling in the overall standings behind Friend.

The start of the first 250cc Pro moto was a wild affair as Friend took the holeshot, but Kelly Olson veered across the pack out of the gate and sandwiched series points leader Molder into Lynn Hyde. Molder went down, but remounted to join the pack halfway into the opening lap, riding with a fury that saw him pull all the way into fourth place before the halfway mark. Meanwhile, Friend was running off with the moto, while Gikling and Billy Stork gave chase on their Black Hills Yamahas. Neither rider was able to catch the leader before the wire, and at the flag it was Friend, Gikling, Stork, Molder and Olson rounding out the top five.

Round two again saw Olson come off the line irrationally, and this time Friend was sandwiched in as Stork and Molder took off with the leading two slots. Olson was in third until Friend moved by at the end of the first lap, but Olson crashed himself out of contention a lap later, giving the fourth place spot to Gikling, while Molder worked around Stork just before the halfway mark. At that point, all Friend had to do was stay in third if Molder rode out front to pick up the overall, which is just how they came across the line at the end. Molder took the moto win ahead of Stork, Friend, Gikling and Lynn Hyde, but overall the order was Friend, Molder, Stork, Gikling and Hyde.

Results

125 PRO: 1. Mike Friend (Hon); 2. LeeVern Berry (Kaw); 3. Todd Gikling (Yam).
250 PRO: 1. Mike Friend (Hon); 2. Dave Molder (Hon); 3. Billy Stork (Yao).
250 B: 1. Brian George (Hon); 2. Joe Thompson (Hon); 3. Eddie Porter (Suz).
125 B: 1. Tim Scheck (Hon); 2. Gene Schuler (Suz); 3. Mark Naugle (Kaw).
125 C: 1. Willy Thep (Yam); 2. Howard Sharkey (Yam); 3. Ty Tisher (Yam).
MINI C: 1. Brian Kinross (Yam); 2. Bradley George (Hon); 3. Mike Ficht (Hon).

MINI B: 1. James Fuller (Kaw); 2. Danny Hanson (Kaw); 3. Chad Lundstrom (Kaw).
MINI A: 1. Scott Jensen (Kaw); 2. Dave Zuhr (Hon); 3. Bart Fuller (Yam).
VET: 1. Phil Stahla (Kaw); 2. Stephen Bocker (Mai).
ENDURO: 1. Don Harwood (Yam); 2. Dave Peterson (Yam); 3. Greg Gregory (Kaw).
OLD IRON: 1. Jim Winchester (C-A); 2. Brian Schoenberger (Yam).
PP: 1. Mary Hanson (Kaw); 2. Kelly Thomson (Hon); 3. Karen Anderson (Hon).

Friend doubles at Gillette MX

By Brian George

GILLETTE, WY, AUG. 21

Round 18 of the Borderline Racing Association's 21-race motocross series rolled into Gillette, Wyoming, and the Coal Country Motocross Track, where a light turnout of riders was on hand for the points-paying event. The track was rough and demanding as always, with steep elevation changes and bumpy uphill and downhill that required skill and finesse to handle at speed.

In the Professional ranks, Spearfish Honda's "Flyin' Mike" Friend returned to the winner's circle after severely breaking his wrist at the Highway 79 Motocross Race a few months ago, as he ran away with both the 125 and 250cc Pro classes, winning all four of the motos in the class and gaining some ground on the overall points leaders for the series, who all missed the day's race.

First out of the gate were the 125cc Pros, and in round one Friend took the holeshot with Greg Hyde and Kevin Forrester in tow. Hyde stayed within close range of Friend for the early going, but in trying to match the leading Honda's pace, Hyde went down and had to remount and work back into second ahead of Forrester by the moto's end. Friend rolled off with the easy moto victory.

In round two, Friend again led from the start with Hyde close behind, and this time Hyde managed to stay on two wheels for the duration of the moto. Friend, however, proved to be too much for the runner-up to handle as he rode in with the second-moto victory as well as the overall, while Hyde settled for second ahead of Forrester.

Friend returned in the 250cc Pros to take the holeshot in the opening moto, this time with Forrester and Rex White following. Neither trailing rider could match the pace Friend set for the race, and the Spearfish Honda rider ran off with another moto victory, while Forrester rode in a comfortable second ahead of White.

Round two was another easy ride for Friend, this time going untouched from the gate to the finish flag as he holeshot and rode alone out front all the way. Again Forrester gave chase, but could not get closer than several bikelengths behind the leader and had to roll in a distant second for the moto and overall, again ahead of White on both counts.

Results

125 PRO: 1. Mike Friend (Hon); 2. Greg Hyde (Hon); 3. Kevin Forrester (Hon).
250 PRO: 1. Mike Friend (Hon); 2. Kevin Forrester (Hon); 3. Rex White (Kaw).
MINI B: 1. Randy Stahla (Kaw); 2. Troy Pock (Yam); 3. Dave Zuhr (Hon).
MINI B: 1. David VanHorn (Yam); 2. Chad Lundstrom (Kaw); 3. Jeremy Rodriguez (Hon).
MINI C: 1. Mike Focht (Hon); 2. Bill Bosley (Kaw).
125 B: 1. Gene Schuler (Suz); 2. Dave Zuhr (Hon); 3. Mark Harwood (Kaw).
125 C: 1. Willie Thoy (Yam); 2. Todd Hime (Hon); 3. Ty Tisher (Yam).
250 B: 1. Joe Thompson (Hon); 2. Mark Harwood (Kaw); 3. Brian Riley (Suz).
VET: 1. Phil Stahla (Kaw); 2. Denny Adams (Mai).

RESULTS

AMA District 37 Mid-Year Point Standings

VET HEAVYWEIGHT

Bill Saltzman	2600
Richard Jackson	1820
Charlie Snyder	1380
Ernie Mnoian	1130
Marty Pollard	1000
Jim Farrand	965
Allan Johns	855
Steve Thompson	660
Bill Howell	625
Mark Force	620
Steven Cameron	615
Craig Wofson	610
Edwin Thomas	600
Bob Murray	595
Steve Martin	570
Jim Lang	540
Hank San Miguel	525
Tom Phillips	500
Doug Winchell	500
Wayne Langer	490
Martin Tesh	490
Ralph Smith	480
Donald Bauman	465
Jeff Reible	460
Ron Nelson	450
Dennis Duke	445
Jan Morrison	420
Tom Bingenheimer	400
John Thompson	380
Dave Harwell	375
Mike Condit	360
Paul Ondas	355
Greg Tagliaferri	350
Doug Grant	350
Chuck Bordenave	330
Jim Smith	330
Richard Brownell	325
Gary Ames	310
Peter Vakovsky	310
David Potts	300
Richard Patterson	290
Ron Burski	275
David Burson	270
Sam Dempsey	270
N. Takusagawa	265
Clifton Wood	260
Dale Jordan	260
Dale Winchell	260
Skip Chandler	255
Claude Wright	250
HEAVYWEIGHT	
Chuck Stearns	2200
Chris Crandall	2005
Dan Ashcraft	1880
Dan Smith	1840
Ron Shuler	1640
Cory Timms	1620
Dave Chase	1540
Ken Oviatt	1520
Ted Hunnicutt	1250
Phil Cloward	1190
Jim Bryant	1190
Todd Holtz	1165
James Rapp	1040
Rick Price	1000
Rick Guertin	915
Brian Harris	900
Mike Alexander	890
George Scott	880
Steve Williams	860
Tony Epperson	795
Larry Roeseler	700
Jeff Bennington	690
John Clarich	685
Jeff Lesovsky	665
Mark Molina	580
Dan Kiohr	580
Mike Mulconery	570
Dennis Lovell	565
Chuck Miller	560
David Lapraik	550
Craig Timms	533
Alex Long	505
John Karell	500
Ron Malm	480
Joe Jesseph	480
Ken Bunting	465
Guy Kibbe	450
Tim Weichers	435
Mike Johnston	430
David Wasden	425
Verlin Van Zee	420
Jamie Haas	380
Ron Patrick	360
Michael Ryan	360
Doug Clark	350
Rocky Vaughn Morrison	350
Oliver Rathlein	345
Craig Rimlinger	330
Rodney Smith	330
Lee Scheffers	320

Argyll Park Promotions Dixon, CA August 21, 1983 By Doris Brazil

OPEN JR	
Weylin Thompson	Hon
John Traverso	Yam
250 JR	
Phil Rose	Suz
John Hardelin	Hon
125 JR	
Darril Haney	

250 EX

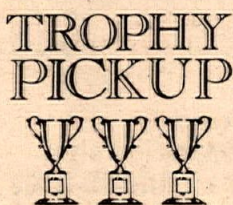
Mark Andris	Hon
80 MINI NOV	
Jesse Britain	Yam
Travis Brown	Yam
Brian Gouveia	Kaw
80 MINI JR	
Robby Hermanek	Suz
OT NOV	
Douglas Baker	Yam
Kay Mann	DMS
OT JR	
Merrill Rempfer	KTM
Erv Rifenburg	KTM
Mark Lancaster	Yam
OT EX	
Dick Mann	DMS
Duane Spence	Yam
Don Swearingen	Yam
VET NOV	
Reid Goyette	Hon
Jeri McClinton	Mai
VET JR	
Gordo McComas	Hon
Dave Burgess	
Ron Law	
VETS EX	
Steve Machado	Yam
Mike Collins	Hon
250 NOV	
John Zender	Yam
Mike Runge	Hon
Scott Kaker	Yam
125 NOV	
Kelly Andres	Hon
Barnby Horton	Yam
Matt (Fast) Harvey	
OPEN NOV	
Lance Riffenburg	KTM
Gordo McComas	Hon
Ken Corpe	DMS

CMC Baylands Point Standings As of Aug. 11, 1983 By Bill Spencer

80 JR	
Brett Mitchell	18
Jeff Wenger	15
Ron Caton	12
80 INT	
Todd Hicks	5
Jimmy Clay	5
Jason Assad	4
80 EX	
Terry Bostard	3
Eric Sandstrom	1
60's	
Joannie Pruitt	5
Tyler Hummell	3
VET JR	
Paul Bierwith	15
Dave Burgess	11
Pete Bierwith	9
VET INT	
Larry Baker	5
Dave Lehman	4
Dave Burgess	2
VET MASTER	
Jerry Caton	9
Mark Means	8
Frank Nye	5
OT JR	
Rick Parkinson	8
Rich Maas	4
Rich Lakely	4
OT INT	
John Furtado	7
Rick Parkinson	1
OT MASTER	
Rich Lokke	14
Jim Ashley	3
125 JR	
Mike Hernandez	15
Alan Carlson	14
Tyron Earl	12
125 INT	
Geoff Woods	24
Doug Gillette	18
Mike Minjares	13
125 PRO	
Tony Flores	28
Craig Christian	23
Chris Plain	14
250 JR	
Bob Fields	26
Greg Hydorn	17
Dave Dye	15
250 INT	
Sam Nava	25
Dave Hendershot	20
Mike Hansen	9
250 PRO	
John Gardner	18
Rick Mythen	17
Craig Christian	16
OPEN JR	
Mike LaPaglia	20
Art Klingbeil	11
Dan Bonvinchin	10
OPEN INT	
Don Anderson	32
John Wells	20
Phil Vitale	12
OPEN PRO	
Jerome Heiberger	21
Phil Oveland	19
Phil Douglas	9

Cross-Country Lake Whitney Cycle Ranch Lake Whitney, TX September 4, 1983 By Christine Estes

PRO	
Mitch Milson	Hus
Randall Tarter	Mai
David Greenhill	KTM
Paul Paynter	Yam
Marty Layland	Hus
OPEN EX	
Lonnie Vann	Yam
Roger Duescher	Mai
Andrew Cooksey	Mai
Kirk Howeth	Yam
Ken Mulkey	Yam
250 EX	
Dana Wright	Yam
Tod Myers	Yam
Lennis Faulk	Mai
Larry Dodson	Mai
Mitch White	Yam
200 EX	
Ted Elmore	Kaw
Alan Johnson	Yam
Ken Watkins	Kaw
Gerald Flippin	Kaw
Jerry Walker	Kaw
125 EX	
Dean Lane	KTM
Matt Smith	Yam
D.L. Wood	Yam
Bobby Thompson	Yam
Glen Boyett	Hon
OVER 30 EX	
Harold Kendrick	Mai
Ed Terrell	Yam
Ed Gillis	Mai
David Folmar	Yam
Dwight Leatherwood	
OPEN AMATEUR	
Bill Fleming	Hon
John Blanton	Mai
Glen Barajas	Hon
J.D. Carpenter	Hon
Brad Pollock	Yam
250 AMATEUR	
Greg Edgerton	Hon
David Thompson	Yam
Wes Smallwood	Yam
Ronnie Donald	Mai
Ed Duncan	Hon
200 AMATEUR	
Rod Ransom	Kaw
Mike Dorethy	CanAm
Charles Cundiff	Hon
John Coughenouer	Hon
Tim Klassen	Kaw
125 AMATEUR	
Brad Brown	Kaw
Doug Matheny	Yam
Steve Parcels	Yam
Dale Stockstill	Suz
Jimmy Boswell	Yam
OVER 38 AMATEUR	
John Paynter	Yam
Rick Denny	Kaw
Bill Fleming	Mai
Ray Cleveland	Yam
Brooks Blair	Hus
OVER 30 AMATEUR	
Dusty Tower	Yam
Tommy Morris	Hus
Danny Goodlett	Yam
Doug Godley	Yam
Charles Prichett	Mai
250 INT	
Don Pierce	KTM
Tom Ehmke	Yam
Mike Bruce	Yam
Kelly George	KTM
Bubba Waters	Mai
OVER 30 INT	
David Hartig	Kaw
Ron Mullins	Hon
Joe Pannell	Yam
Don Ehmke	Yam
Mike Banks	Mai
MINI SR	
Darrell Heine	Yam
Tommy Huff	Yam
Brent Shaw	Yam
Doug Faulk	Kaw
Micheal Davis	Yam



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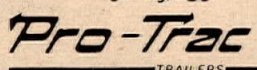
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CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. We suggest calling to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

AMA/Camel Pro Series

9/18 M/San Jose, CA
9/24 H-M/Gardena, CA
10/2 M/Springfield, IL
10/8 TT/Pontiac, MI

AMA Pacific Coast Championship Series*

10/2 SX/Tacoma, WA
TBA MX/Sonoma, CA
TBA MX/Portland, OR
TBA MX/Los Angeles, CA
TBA SX/San Diego, CA
*Tentative

AMA National Championship Enduro Series

10/23 Oklahoma, City, OK
10/30 Bear, DE

AMA Superbike Road Race Series

9/17-18 Pro-Am/Rosamond, CA
10/1-2 Pro-Am/Daytona Beach, FL

AMA/Hi-Point National Hare Scrambles Championship Series

9/18 Millville, MN
11/6 Delta, OH

SCORE Off-Road Championship

Schedule

9/30-10/2 Off Road World Championship
Riverside Int'l Raceway
Riverside, CA
11/4-6 Baja 1000
Baja California, Mexico

National Drag Racing Championships AMA/ Dragbike!

9/17-18 Commerce, GA
9/24-25 Tulsa, OK
10/22-23* Farmington, NC
11/5-6 Houston, TX
11/19-20 Gainesville, FL
*1/2 Mile Event
**Top Fuel Eliminator
***Pro Stock Eliminator

IDBA

10/8-9 Gulfport, MS

NMRA

10/1-2 Atco, NJ
10/15-16* East Irvine, CA
*Pro Stock Only
**Top Fuel & Pro Comp Only
***Pro Stock & Fun Bike Only
****Top Fuel & Fun Bike Only

Trans-Cal Series

9/24-25 Santa Maria, CA
10/1-2 Sacramento, CA
10/8-9 Hollister, CA
10/15-16 Brentwood, CA
10/22-23 Carlsbad, CA
10/29-30 Orange, CA
11/5 San Diego, CA

World Championship Road Race Series

9/4 Italy

World Championship Endurance Road Race Series

9/25 Italy

Sidcar 9/11

Italy

World Championship Trials Series

9/18 Finland
9/24 Sweden
10/2 Germany

Other Major Events Abroad

9/18 Long Track
World Championship
Marianske Lazne, Czechoslovakia
9/25 Coupe des Nations
Roggenburg, Switzerland
10/3-8 ISDE
Llandrindod Wells, Wales

EVERY WEEK

Tuesday

CALIFORNIA

AMA CLASS A SPEEDWAY
Ventura Spdwy., Ventura, CA. Fwy 101 N to California St. off-ramp, left to Harbor, rt to fairgrounds. Gate 6 pm, races 8. Tickets \$5, 7-15 \$2. Tickets avail. at track on race day. Info 805 985-5433 (Tammy).

Wednesday

CALIFORNIA

CMC SPEEDWAY 117 MX
Chula Vista, CA. I-5 to Jct. 117, E 5 mi. to track. All classes, plus 3-whlrs. Odys. dirt kart, and motorcycle short track. Spts. trophies, 100% Pro pb. 5 programs on 3 different tracks. Gate 5 near jct. of Harbor and San Diego Fwys. All classes. 30% trophies. Pro pb. Gate 5 pm, race 6, race 7:30. Entry \$12, watch \$5.50, \$3.50, \$2. Info 714/557-3323, 213/323-5055.

AMA CLASS A SPEEDWAY

Inland Motor Spdwy., San Bernardino CA. Fwy 10 E to 15E North, take Orange Show Rd. exit, left on Arrowhead. 3 Divisions. No race May 4. Tickets avail. at track on race night. Gate 6:30 pm, race 7:30. Tickets \$5, 6-12 \$1.50. Free parking. Info 714 619 690-6414

CMC ASCOT PARK MX

Gardena, CA. 18300 S. Vermont, 889-4554. 213/446-0969, 714/884-4092 (race day only).

DRAG RACES

Fremont Rcw., Fremont, CA. Hwy 17 at Durham Rd. W. follow signs. Grudge racing. Bike bracket for all motorcycles. Gate 5:30, time trials 6-10, tech closes 8:30. Entry \$5, watch \$5, under 6 free. Baylands Rcw. Park. Info 415/651-2545.

SACRAMENTO M/C DRAGS

Sacramento, CA. Sacramento Rcw., take Bradshaw Rd. off Hwy 50, N on Excelsior Rd. to 5305 Excelsior. Trophs., Jackpot pb. Gate 5 pm, time trials 5:30-8, first race 8:15. Entry \$4 watch or race. Info 916/366-7368 (David Smith).

Thursday

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east to left on Hannegan Rd. 1 1/2 mi. north on right. 50 -Open separate C class motos. Gate 5 p.m., race 6. Entry \$6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 Open, (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing. Huetter, ID. 2 mi. west of Couer d'Alene on Old Hwy 10. Class Cracing, 3/8-mi. oval. Mini/125/250/500/ Open, \$500 guaranteed purse, troph. to Am. Sign up 6:30 p.m., race 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

CALIFORNIA

CALIFORNIA NIGHT MOTOCROSS
Baylands Rcw. Park, Fremont, CA. All classes. 30% trophies, 100% Pro pb. CMC license req'd. (avail. at track). Gate 5 pm, race 7, race 7:30. Entry \$12. \$15 Pro, watch \$5, 6-12 \$2. Info 415/651-2545.

R.A.C.E. MOTOCROSS

Orange County Int'l Rcw., Irvine, CA. I-5 at Sand Canyon. 30% trophies, 133% Pro pb. Gate 5 pm, race 6, race 7. Entry \$8, non-memb. \$10, Pro \$15, watch \$4, under 12 \$2. Info 714/552-5511.

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy 91 east to Buchanan exit. Mini-Open, 100% Ex p.b. Info 714/689-1913, 735-1705.

SACRAMENTO STADIUM MX

Sacramento, CA. Sacramento Rcw. Take Bradshaw Rd. off Hwy 50, N on Excelsior Rd. to 5305 Excelsior. All classes. 30% trophies, 100% Pro pb. Gate 5 pm, race 6, race 7:30. Gate \$4, all entries \$10. Info 916/366-7368.

SANTA CLARA NIGHT MX

Santa Clara, CA. Santa Clara Supercross Track. Corner of Hwy 237 and Great American Pkwy in Santa Clara. All reg. classes. Spts. trophies. Pro payback. Night lighted track. Gate 5 pm, race 6:30, race 7:30. Entry \$12 Spts. trophies, \$15, watch \$5. Info 209/529-0923 or 415/886-5413 (Ken Birchfield).

AMA CLASS A SPEEDWAY

Orange County Fairgrounds, Costa Mesa, CA. Fwy 55 to Fair exit, rt to fairgrounds. Gate 6:30, race 8. Tickets \$6, 6-12 \$2. Free parking. Info 714 492-9933.

CMC SAND HILL MX

Brentwood, CA. Corner of Camino Diablo and Vasco Rds. All classes. Race 7, race 7:30. Entry \$15, \$5 watch. Info 415/798-5695, 634-3328.

TEXAS

RIO BRAVO MOTOCROSS

Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph. thru 6th to Am, 100% Ex p.b. Entry \$8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

SADDLEBACK MX

Saddleback Park, Orange, CA. Fwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd. right to county fire station, left on rd past fire station. Gate 7:30 a.m., race 8-8:30, race 9. Pros race 40 min., others 30 min. Entry \$12 Spts. trophies, \$15 Pro. Memb. req'd. avail. at track. 33.33% troph. Info 714/495-4771.

AMA D-36 SHORT TRACK

Cycleland Speedway, 14 mi. S of Chico, CA on Hwy 99E. Spts. trophies, 125-2-stk./200 4-stk. 126-250cc, 251-500cc. 6 rider min. Class C trac. Gate 5:30 pm, race 7, race 8. Entry \$8.50, Semi-Pro \$12.50, watch \$3.50, 6-12 \$1, pit pass \$4.50. Moural Associates. Info 916/342-0063.

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SRA Schedule

Sept. 18 Riverside
Oct. 30 Carlsbad
(Black Cat G.P.)
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1983 Race Schedule

Oct. 2 — Sears Point
Oct. 15/16 — Willow Springs
Oct. 30 — Sears Point

12547 Yosemite
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TEXAS

TEXAS MIKE KIDD ST/TT
Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy 199 N to FM 730 N, then to FM 2048 W & follow signs. All classes. Astrodome replica track. Gate 10 a.m., prac. 11:30, race 1 p.m. Info 817/433-5559 (Mike).

TEXAS MX AND FLAT TRACK

Ross Downs, Colleyville, TX. Hwy. 26, Colleyville. All classes. Trophies, 100% pb. Prac. 7 pm, race 8:30. Entry \$8, \$15 Pro. Gate fee, \$6, 6-12 \$4, child free. Info 817/488-9133 (Bob Bagwell).

WASHINGTON

HANNAGAN NIGHT FLAT TRACK

Hannagan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east, left on Hannagan Rd, 1/4 mi. north on right. Mini-Open, Am & Semi Pro. Gate 5 p.m., prac. 7, race 8. Entry \$6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS

Big "L" MX Track, Lindsey, OK. Hwy 52 S of OKC to Blanchard, Hwy 76 S to 4-way stop, 3/4 mi. south of Hwy 39 on 76, west 1 mi., south 1 mi., west 100 yds. Pee Wee-Over 30, troph., 100% Ex p.b. Gate 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry \$7, Ex \$10, rider gate \$3, watch \$3, 6-12 \$1. Info 405/360-3391 (after 5 p.m.).

September 15

CALIFORNIA TT STEEPCHASE

Ascot Park, Gardena, CA. Where the Harbor, San Diego and 91 freys meet. All classes. \$200.00 plus half entry Pro pb. AMA D-37 AM pts. Pro-Am riders race with Pros for pts and money. Sign-up 5-6:30 pm. Gate \$1-5.50. Entry \$10, Pros \$15. Info. 213/316-1291.

September 16

AME CALIFORNIA MOTOCROSS

Indian Dunes Park, Valencia, CA. All classes. 40% trophies. Budweiser 10th Annual Summer Series. Gate 5 pm, prac 7, race 8. Entry \$12, \$17 Pro. Membership Regd. \$20, AME P.O. Box 1421 Reseda, CA 91335. Info 213/881-5778.

AMA/D-36 MOTOCROSS

Lodi Cycle Bowl, Lodi, CA. 5801 E. Morse Rd. in Lodi. All classes include 3-whirls. 100% Pro pb. Gate 5 pm, prac 6, race 7. Entry \$12, \$15 Ex, \$4 watch. Info 209/368-7182 or 931-3722.

CMC Sand Hill Ranch, Brentwood, CA. Corner of Vassco Rd. & Camino Diablo. All classes. 5 riders make a class. Six race series. Must ride 3 night & 1 day race to qualify for Hi Point Trophy. Trophy for rider with most wins throughout series. Prac. 7, race 7:30. Entry \$15, \$5 watch. Info 415/798-5695 or 634-3328.

INTER SHOWS MOTORCYCLE SWAP MEET

Orange County Fairgrounds, Costa Mesa, CA. S. end of Newport 55 Frey. Open 6 pm to 10 pm. Free parking. 24 hour info 714/495-2542.

September 17

ARIZONA MOTOCROSS

Canyon Rwy, Phoenix, AZ. I-17 to Carefree Hwy then W. to 99th Ave. Located 2 mi. W. of 99th Ave. and Carefree Hwy. All classes incl. Stk. and Mod. 30% Sptsman trophies thru 5 places. 100% pb to Pros thru 5 places. Gate 4:30 pm, prac 6. Entry \$12 each class, \$14 Ex. and Pro, each class. Gate fees, adults \$5, child under 12 \$2, bike fee \$5 (deducted at sign-up). Canyon Raceway. Info 602/583-0575 (Tom Timmons).

CMC NIGHT MOTOCROSS

Huron, CA. From L.A., N. on I-5 to 269, exit signs to Huron. From Sacramento, S. on I-5 to Hwy 198, exit E. 198 to S. 269. Follow signs to track. All classes incl. 3-whirls. 30% trophies, 100% Pro pb. Gate 4:30 pm, prac 6:30, race 7:30. Entry \$15, \$20 Pro, \$4 gate. Huron Cycle Club. Info 209/935-0152 (Rick Worth).

September 18

BRA WYOMING MOTOCROSS

Gillette Rwy, Gillette, WY. All classes incl. ATC. 30% trophies. Pro pb and pts. fund. BRA mem. reqd. Prac 10 am, race 11. Entry \$10, \$15 Pro. Info 605/348-8361 (Dale Friend).

OKLAHOMA TULSA MX

Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry \$8 Sptsman, \$12 Ex, \$4 gate. Tulsa Area Motorsports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX

Mosier Valley MX Park, Ft. Worth, TX. All classes. \$804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry \$11 Sptsman, \$16 Ex. Gate \$5. Info 214/357-4196.

TEXAS CONROE MX

Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry \$8 Sptsman, \$15 Ex. Gate \$4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX

Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry \$10 Sptsman, \$15 Pro. Info 714/557-3323.

CALIFORNIA DEANZA MX

DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsman troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry \$6 gate + \$9 Sptsman, \$13 Pro; non-memb. add \$2. Info 714/653-8068, 5840, 7979.

CRC CALIFORNIA MX

Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 138, left, classes. Brass for Sptsman, \$11 for Pros. 2 long motos. 7 a.m., prac. 8, race 9:30. Entry \$12 Sptsman, \$15 Pro; memb. req'd. Info 213/830-7519.

AMA D-37 SUNRISE MX

Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy 395. All classes. 50% Mini/Vet trophies. Pro pb., D-37 pts. Free o/n parking. Gate 7:30 am, race 9:30. Info 714/245-7339, 619/246-6109.

TEXAS ARROYO MX

Arroyo MX Park, Hartingen, TX. All classes + Enduro. Troph. to 3rd, 200% Ex p.b. Gate 8:30 a.m., prac. 10:30, race 11:30. Entry \$8 Sptsman, \$12 Ex. Hartingen MX Association. Info 512/428-3895.

ARIZONA DEER VALLEY MX

Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry \$10 Sptsman, \$15 Pro. Watch \$4 adult, \$2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

CMC CALIFORNIA MINI MX

Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry \$10, yearly memb. \$15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

TEXAS BURLESON MX

South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, \$1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate \$5, under-10 & over-60 free. Entry \$10 Sptsman, \$20 Ex. Info 817/295-8908, 295-1760.

OKLAHOMA CITY MX

Oklahoma City, OK. Intersection of I-35 & I-40; east-bound I-40 exit east, west-bound I-40 exit Reno. All classes. 6 troph./class, 150% Ex p.b. Gate 8 a.m., prac. 10, race noon. Entry \$6 Sptsman, \$10 Ex, \$4 gate. Info 405/732-0212 (Howard).

AMA WASHINGTON MOTOCROSS

Mt. View Raceway, Sandy, OR. 4 mi. S.E. of Sandy. Hwy 211 to Bornstedt Rd. lft to Rude Rd., rgt to track. All classes. 100% Pob pb, trophies. Gate 6:30, prac 8, race 9:30. Entry \$10 \$15 Pro. Info 503/668-9409

IDAHO EUROPEAN SCRAMBLES

Little Gem Cycle Park, Emmett, ID. 6 mi. N. of Firebird Rwy, on Pearl Rd. Follow signs. All SIDRA classes plus Pro 125, 250 and open classes. \$100 to first overall in each Pro class. 6 bikes to make class. Sign-up 7 am, race 10. Entry \$12, \$15, \$25 Pros.

Black Derby Racing. Info 208/286-7406 or 467-3593 (Dan Lees).

NEVADA MOTOCROSS

Sky Ranch Park, 9 mi. N. of Reno, NV on Pyramid Lake Hwy, exit 18 off I-80. All classes incl 3 whirls. 100 % pb of \$20. Gate 7 am, prac 8, race 9. Entry \$12, \$20 Pro, \$4 gate. Dirt Racing Promotions. Info 702/747-6536 (Chris Bender).

AMA/D-36 CALIFORNIA MOTOCROSS

Argyll Park, 11 mi. S. of Dixon, CA. Off Hwy 113. All classes. 100% pb, trophies. No bicycles, no dogs. Gate 6:30 am, sign-up 7, prac 7:30 first race 9. Entry \$15, \$20 plus \$5 Semi-Pro. \$5 watch, \$1 child. Info 916/678-3592 (Buel Campbell).

SRA CALIFORNIA GP

Riverside International Rwy, Riverside, CA. Off Hwy 60. All classes incl ATC/Ody. 20% trophies, finisher pins. SRA lic reqd. Gates open 4 pm Sat, prac starts 8 am Sun, 1st race 9. Entry \$15 mail, \$20 post. Info 714/828-1358

WASHINGTON MOTOCROSS

Tampico, WA. Southfork Foothills MX Park. 71 mi. West of Yakima WA. On lower Autanum Rd. Left at Tampico store. Trailhead Promotions. 3rd race of Sun Challenge Series. All classes. 100% pb per race for Pros plus \$2000 overall series. Sportsmen 33% trophies. Must run 6 of 9 races to qualify. Gates 8 am, prac. 9, race 10:30. Entry \$10, \$20 Exp. Info 509/248-1472 or 248-9113.

CALIFORNIA OBSERVED TRIAL ATA

McCaig Valley (near Jacumba, CA). 65 mi. East of I-805 on I-8. Arrowed from Manzanita Blvd/Campo turnoff. All classes. 20% trophies and pts. 3rd Round of California State Championship. Helmets, spk arstrs, green sticker or lic req. Sign-up 7:30 am, start 10. Entry, State Pts. \$17, non-mem \$14, ATA mem \$12. 17 years and under, \$7. San Diego Trails Riders. Info 619/232-7886 (day) 619/449-4980 (eve).

September 23

CMC Sand Hill Ranch, Brentwood, CA. Corner of Vassco Rd. & Camino Diablo. All classes. 5 riders make a class. Six race series. Must ride 3 night & 1 day race to qualify for Hi Point Trophy. Trophy for rider with most wins throughout series. Prac. 7, race 7:30. Entry \$15, \$5 watch. Info 415/798-5695 or 634-3328.

AMA CALIFORNIA TT

Ascot Park, Gardena, CA. Where the Harbor, San Diego and 91 Freys meet. All classes. \$200 plus half entry Pro pb. AMA D-37 Am Pts. Pro-Am riders race with Pros for pts and money. Sign-up 5-6:30 pm. Gate \$1-5.50. Entry \$10, \$15 Pro. Info 213/316-1291.

AMA/D-36 MOTOCROSS

Lodi Cycle Bowl, Lodi, CA. 5801 E. Morse Rd. in Lodi. All classes include 3-whirls. 100% Pro pb. Gate 5 pm, prac 6, race 7. Entry \$12, \$15 Ex, \$4 watch. Info 209/368-7182 or 931-3722.

September 24

ARIZONA MOTOCROSS

Canyon Rwy, Phoenix, AZ. I-17 to Carefree Hwy then W. to 99th Ave. Located 2 mi. W. of 99th Ave. and Carefree Hwy. All classes incl. Stk. and Mod. 30% Sptsman trophies thru 5 places. 100% pb to Pros thru 5 places. Gate 4:30 pm, prac 6. Entry \$12 each class, \$14 Ex. and Pro, each class. Gate fees, adults \$5, child under 12 \$2, bike fee \$5 (deducted at sign-up). Canyon Raceway. Info 602/583-0575 (Tom Timmons).

AMA CALIFORNIA HALF-MILE

Ascot Park, Gardena, CA. Where the Harbor, San Diego, and 91 Freys meet. Camel Pro. Gen. adm tickets at Ascot on race day only. Res. adult \$16, Res. child (under 12) \$8 gen. Adult \$14, child (9-12) \$7, under 8 free. Info 213/321-1100, 323-1142.

September 25

ARIZONA ROAD RACE

Phoenix International Raceway. 115th Ave and Baseline, Phoenix, AZ. Stock Production, Superstreet, Formula 1 & 2, Vintage. Trophies for top 3 finishers. Acpt. current RR lic. from any major club. \$15 mem. New riders school 7:30 am, \$15. 1st race \$30, addtl. \$15, spec. \$3. Info 602/247-5542 (day) 602/973-2185 (eve).

OREGON ENDURO

East of Bend OR, at the foot of Horse Ridge. Southside of Hwy 20. There will be signs. All classes (five riders make a class). 30% trophies, finisher pins, patches. Sprk arrestors.




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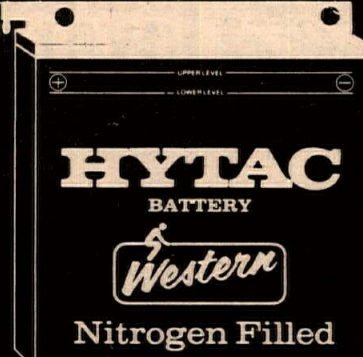
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AMA
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RACE SCHEDULE

Sept. 18 — MOTOCROSS
Indian Dunes

Sept. 23 — NIGHT MOTOCROSS
Indian Dunes

Sept. 25 — SKOAL MX
\$1000 Pro Purse — Saddleback Park

All Sept. Events are San Diego
Amateur SX Qualifiers

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Thurs. Sep. 15	Motocross	O.C.I.R.
Thurs. Sep. 15	Ody/3 Whirls	Corona
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Wed. Sep. 21	FT. 1/2 mi, 1/4 mi	Corona
Thurs. Sep. 22	Motocross	O.C.I.R.

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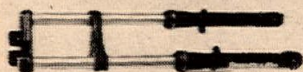
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AMA/D-37 CALIFORNIA HARE AND HOUND

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Hwy 395. All classes. Club Participation
award. 9 am start. Entry \$16.
Sunland Shamrocks M/C. Info
213/464-5511. 767-1737, 957-6426
(eve).

AME CALIFORNIA MX

Indian Dunes Cycle Park, Valencia,
CA. All classes. 30% trophies. Mem
Reqd. \$20. Gates open 7 am, prac 8,
race 9. Entry \$12, \$17 Pro. Info
213/881-5778.

TEXAS MOTOCROSS

Denison, TX, between Denison and
Sherman behind Jack Barnett Honda.
All classes incl. ATV. Gate 8 a.m.,
prac. 9, race 12. Entry \$7, admission
\$3. Info 714/463-1614 (Bill Jennings).

AMA WASHINGTON MOTOCROSS

Washougal, WA. Follow signs from
Washougal to MX Park. All classes.
33% trophies per class, 100% Pro pb.
Gate 7 am, prac 8:30, race 10. Entry
\$10, \$15 Pro, \$4 watch. Info
503/620-5301 or 472-2475.

AMA/D-36 NEVADA MOTOCROSS

Stead Motocross Track, Reno, NV.
All classes. 100% Pro pb. 2nd race of
Nevada State Championship Series.
Sign-up 7 am, prac 8, race 9. Entry
\$12, \$15 Pro. Gate \$4. Info 702/673-
5944 evenings (Tim Greene).

CRC CALIFORNIA MX

Saddleback Park, Orange, CA. Frwy
55 to Chapman exit, east 7 mi. to
Santiago Canyon Rd, right to county
fire station, left, 1/2 past fire station.
All classes. 30% trophies. 2 motos. Gate
7 a.m., prac 8, race 9:30. Entry \$12
Sptsmn, \$15 Pro. CRC memb. req'd.
California Racing Club. Info 713/
830-7519.

CMC CALIFORNIA MX

Carlsbad Raceway, Carlsbad, CA.
I-5 S to Palomar Airport Rd, east 3 mi.
to raceway. All classes. 30% trophy.
Gate 7 a.m., sign up 7, prac. 8, race 9.
Entry \$10 Sptsmn, \$15 Pro (\$10 to
p.b.). Info 714/557-3323.

CALIFORNIA DEANZA MX

DeAnza Cycle Park, Sunnymead,
CA. 10 mi. east of Riverside on Hwy
60 to Theodore exit. All classes. 30%
same day Sptsmn trophy, 100% Pee
Wee trophy. Everybody goes 2 motos.
Free camping. Park open 7 days. Gate
6 a.m., prac. 8:30, race 9:30. Entry \$6
gate + \$9 Sptsmn, \$13 Pro; non-
memb. add \$2. Info 714/653-8068,
5840, 7979.

CALIFORNIA SUNRISE MX

Sunrise Valley Cycle Park, Ade-
lanto, CA. 2 mi. north of town on Hwy
395. All classes. 50% Mini/Vet trophy.
50% cash p.b. to Vet/Ex. Free O/N
parking. Gate 7:30 a.m., race 9:30.
Info 714/245-7339.

TEXAS LAKE WHITNEY MX

Lake Whitney Cycle Ranch, Whit-
ney, TX. On FM 2960 of Hwy 22, west
of Whitney. All classes. Trophy. through
8th, \$1,170 guaranteed purse. Split
sched: Nov 9 a.m., Int/Ex approx. 1:30
p.m. Camping \$2/vehicle, gate \$4.
Entry \$8 Am, \$10 Ex. Info 713/482-
7593, 817/694-2901.

TEXAS AUSTIN MX

Austin Motorsports Raceway, Aus-
tin, TX. U.S. 183 S to Smith Rd (south
of Motorola plant), Howard Rd 1 1/2
& watch for signs. All classes. 50%
trophy. through 5th, 200% Ex p.b. Con-
cessions, free camping & fishing. Split
schedule: Nov sign up 7 a.m., prac. 8,
race 9; Int/Ex sign up noon, race 1:30.
Gate \$5 adult, under-8 free. Entry \$10
Sptsmn, \$15 Ex. Info 512/443-7627,
327-5254 (Rocky).

OKLAHOMA JUNIPER MX

Juniper MX, McAlester, OK. Tulsa
Turnpike (75) north on 69 (not Bus.
69), east at Exit 113. All classes.
Trophy. through 6th, 150% Ex p.b. Sign
in 8 a.m., prac. 9-10, race 10:30. Entry
\$8 Sptsmn, \$15 Ex, \$4 gate. Info
918/426-4533 (McAlester Kawasaki).

CRC CALIFORNIA MX QUALIFIER

Saddle Park. Qualifier for San Diego
Am. Supercross. All classes. Free hats
to first 300 to sign-up. 30% trophies.
Entry \$12, Pros \$20. CMC Mem. req'd.
Sponsored by Skoal. Info 213/830-
7519.

TEXAS SWAN MX

Tyler, TX. Exit 69 S from I-20, 2 mi.
to CR 471, right 2 mi. & turn left. All
classes. Trophy. to 5th, \$1005 Ex.
purse (15 rider min./class), 100% Pro
p.b. if less than 15. Concessions.
Camping & elec. hookups. Gate 5 a.m.,
Split program: Nov prac. 8, race 9:30;
Int & Ex prac. approx. 1:00 p.m., race
1:30. Entry \$5 gate (under-6 and over-
60 free), \$10 Sptsmn, \$20 Ex. Info
214/882-4215

September 30

CMC Sand Hill Ranch, Brentwood,
CA. Corner of Vassco Rd. & Camino
Diablo. All classes. 5 riders make a
class. Six race series. Must ride 3
night & 1 day race to qualify for Hi
Point Trophy. Trophy for rider with
most wins throughout series. Prac. 7,
race 7:30. Entry \$15, \$5 watch. Info
415/798-5695 or 634-3328.

AME CALIFORNIA MX

Indian Dunes Cycle Park, Valencia,
CA. All classes. 40% trophies, \$2000
Pro purse (80cc-Opn), by moto, \$2500
contingencies, live music. Gates open
5 pm, prac. 7, race 8. Entry \$15, \$25
Pro. Mem req'd. \$20. Info
213/881-5778.

AMA/D-36 MOTOCROSS

Lodi Cycle Bowl, Lodi, CA. 5801 E.
Morse Rd. in Lodi. All classes incl
3-whlrs. 100% Pro pb. Gate 5 pm, prac
6, race 7. Entry \$12, \$15 Ex, \$4
watch. Info 209/368-7182 or 931-
3722.

Sept. 30-Oct. 1

CALIFORNIA TWO DAY TRAIL RIDE

Start at Wilseyville, CA and ride to
Placerville. Some on the trail test will
have awards. Award to all finishers.
Food and gas provided. Not for casual
or beginner riders. Start 10 am Fri.,
return 4 pm Sat. Entry \$75 covers all
gas and food. Info 209/574-5204 or
415/365-5929.

October 1

AMA/D-36 CALIFORNIA SHORT TRACK

Monterey Fairgrounds, Monterey,
CA. 16 mi. Short track (cushion).
Motorcycle and three wheelers. Gate
6 pm, prac 6:30, race 8. Nov. Jr., and
3-whlrs, \$10, Exp. \$15, pb. \$11. Info
408/394-8225.

TRANS-CAL SACRAMENTO MX

Cal Expo, Sacramento, CA. Ticket
price \$9-\$15 available through Ticke-
tron. \$3 discount for \$12 and \$15 by
mail before Sept. 15 at P.O. Box 1523,
Laguna Beach, CA. 92652. Info
714/494-3684.

October 1-2

TEXAS: WERA ROAD RACE

Henderson, TX. Oak Hill Rcw. I-20
S. exit on Hwy 43 and follow signs. Sat
riders school, Sun Regional Spring
races. Gates open 7 am. Info 713/
499-9101.

October 2

AMA/D-37 FAMILY ENDURO

Randsburg, CA. All classes and
Women. ATC, 4-stroke. Entry A&B
\$17, C&W \$15, ATC \$15. Post
\$2, 3 man team plus \$3. Non Dist add
\$2. Training Wheels MC. Info
714/963-5550

OKLAHOMA TULSA MX

Tulsa, OK. South of Tulsa Inter-
national Raceway off Hwy 169 N & North
36th St. All classes. 33% trophy.
150% Ex p.b. Gate 8 a.m., prac. 9:30,
race 11. Entry \$8 Sptsmn, \$12 Ex, \$4
gate. Tulsa Area Motorsports, Inc. Info
918/266-6136 (Rick).

TEXAS MOSIER MX

Mosier Valley MX Park, Ft. Worth,
TX. All classes. \$804 guaranteed Ex
purse. No pit riding or late prac. Prac.
8 a.m., race 9; Int & Ex prac. 1:30 p.m.
Entry \$11 Sptsmn, \$16 Ex. Gate \$5.
Info 214/357-4196.

TEXAS CONROE MX

Conroe MX Park, Conroe, TX. 3 mi.
south of town to San Jacinto River. All
classes. Trophy. or gift cert. to 8th in
Nov classes. Concessions, showers &
bathrooms. Split schedule: prac. 8
a.m., race 10; Int/Ex race 1 p.m. Entry
\$8 Sptsmn, \$15 Ex. Gate \$4. Info
712/756-4114 (Conroe Suz), 273-
2336 (track).

CMC CALIFORNIA MX

Saddleback Park, Orange, CA. Frwy
55 to Chapman exit, east 7 mi. to
Santiago Canyon Rd, right to county
fire station, left on rd past fire station.
All classes. 30% trophy. Gate 7:30
a.m., sign up & prac. 8-9, race 9:30.
Entry \$10 Sptsmn, \$15 Pro. Info
714/557-3323.

CALIFORNIA DEANZA MX

DeAnza Cycle Park, Sunnymead,
CA. 10 mi. east of Riverside on Hwy
60 to Theodore exit. All classes. 30%
same day Sptsmn trophy, 100% Pee
Wee trophy. Everybody goes 2 motos.
Free camping. Park open 7 days. Gate
6 a.m., prac. 8:30, race 9:30. Entry \$6
gate + \$9 Sptsmn, \$13 Pro; non-
memb. add \$2. Info 714/653-8068,
5840, 7979.

TEXAS AUSTIN MX

Austin Motorsports Raceway, Aus-

tin, TX. U.S. 183 S to Smith Rd (south
of Motorola plant), Howard Rd 1 1/2
& watch for signs. All classes. 50%
trophy. through 5th, 200% Ex p.b. Con-
cessions, free camping & fishing. Split
schedule: Nov sign up 7 a.m., prac. 8,
race 9; Int/Ex sign up noon, race 1:30.
Gate \$5 adult, under-8 free. Entry \$10
Sptsmn, \$15 Ex. Info 512/443-7627,
327-5254 (Rocky).

CALIFORNIA CRC GP

Indian Dunes, Valencia, CA. I-5 to
Hwy 126W. President's Cup GP. All
classes. 20% trophies, cash pb to Exp.
and Pros. GP, ATV, MX points. San
Diego Qualifier. Entry \$16 mail, \$20
post. CRC memb. req'd. Info 213/830-
7519.

CMC CALIFORNIA MINI MX

Barona Oaks Raceway, Ramona,
CA. Hwy 67 to Lakeside, east on
Mapleview, north on Ashwood, up
Wildcat Canyon Rd 1.1 miles. New
Beg. class. O/N camping & conces-
sions. Sign up closes 7:30 sharp. Entry
\$10, yearly memb. \$15. Info
714/561-7344 (Gary), 447-9348
(Dennis).

TEXAS BURLESON MX

South of Fort Worth, TX. I-35 S from
Fort Worth to Hardgrove Lane, east 2
mi. and turn right after bridge. All
classes. Trophy. thru 6th, \$1,200 purse
paid per moto and overall (200% p.b.
if less than 10 riders/class). No pit
riding or late prac. Gate 7 a.m. Split
sched: Nov prac. 8-8:30, Mini prac.
8:30-8:45, 1st race 9; Int & Ex prac.
approx. 12:30 p.m., race 1. Gate \$5,
under-10 & over-60 free. Entry \$10
Sptsmn, \$20 Ex. Info 817/295-8908,
295-1760.

WASHINGTON MOTOCROSS

Yakima County ORV, WA. 14 mi.
East of Yakima on Hwy 24. Trailhead.
Promotions. 4th race of Sun Chal-
lenge Series. All classes. 100% pb per
race for Pros plus \$2000 overall ser-
ies. Sportsmen, 33% trophies. Must run
6 of 9 races to qualify. Gates 8 am,
prac 9, race 10:30. Entry \$10, Exp.
\$20, Info 509/248-1472 or 248-
9113 (eve).

AMA/D-38 CALIFORNIA ENDURO

Corral Canyon ORV area. Take I-8 to
Buckman Springs Rd., 45 min. drive
east of San Diego. All classes (300-
rider limit). 20% trophies, green stickers
and spk arr req'd. 325 mi. loops. ATC's
go 1 or 2 loops only. Park closed to all
open riding. Races starts 8 am. 1 loop
\$18, 2 & 3 loops \$25. Post add \$5.
Mail entries close Sept. 26. Info
619/275-1823, 442-9871,
463-8848, 747-2509.

October 7

AME CALIFORNIA MX

Indian Dunes Cycle Park, Valencia,
CA. All classes. Contingencies, draw-
ings, 40% trophies. Gates open 5 pm,
prac 7, race 8. Pro entry \$17, \$12 am.
Mem req. \$20. Dbl pts. 5th Rd. of
Budwesier Summer Series. Info
213/881-5778.

October 8

AMA/D-37 HARE AND HOUND

Lucerne Valley, CA. to Parker AZ.
All classes. Trophies 30-40% finishers.
AMA Mem Req. 230 mi. Rescue 3.4
gas pits. No post entries. Entry \$35.
Info 805/251-1352, 252-3858.

AMA/D-36 CALIFORNIA SHORT TRACK

Monterey Fairgrounds, Monterey,
CA. 16 mi. Short track (cushion).
Motorcycle and three wheelers. Gate
6 pm, prac 6:30, race 8. Nov., Jr., and
3-whlrs, \$10, Exp. \$15, pb. \$11. Info
408/394-8225.

October 9

CMC CALIFORNIA BENEFIT MX

Sand Hill Ranch, CA. All classes.
Trophies and contingencies. Must ride
3 night and 1 day race to be eligible
for points, trophies and awards. Part of
Red Cross Benefit 6 race series. Gate
6:30am, prac 8:30, race 9. Entry \$15,
\$5 gate fee for Ex., \$5 watch. Info
415/634-3328, 672-7859 or 634-
6596.

AME CALIFORNIA MX

Indian Dunes Cycle Park, Valencia,
CA. All classes. 30% trophies. Mem
Reqd. \$20. Gates open 7 am, prac 8,
race 9. Entry \$12, \$17 Pro. Info
213/881-5778.

TEXAS MOTOCROSS

Denison TX, between Denison and
Sherman behind Jack Barnett Honda.
All classes incl. ATV. Gate 8 am,
prac 9, race 12. Entry \$7, admission \$3.
Info 714/463-1614 (Bill Jennings).

AMA WASHINGTON MOTOCROSS

Mt. View Raceway, Sandy, OR. 4
mi. S.E. of Sandy, Hwy 211 to Bornstedt
Rd. lft to Rude Rd., rgt to track. All
classes. 100% P.b pb, trophies. Gate
6:30, prac 8, race 9:30. Entry \$10,
\$15 Pro. Info 503/668-9409 (Ron
Long).

TEXAS MOTOCROSS

Denison, TX, between Denison and Sherman behind Jack Barnett Honda. All classes incl. ATV. Gate 8 a.m., prac. 9, race 12. Entry \$7, admission \$3. Info 714/463-1614 (Bill Jennings).

CRC CALIFORNIA GP

Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd. Left at county fire station, left on past fire station. All classes. 50% cash p.b. to Vet Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Entry \$12 Sptsman, \$15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

OKLAHOMA MX

Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CMC CALIFORNIA MX

Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry \$10 Sptsman, \$15 Pro (\$10 to p.b.). Info 714/557-3323.

OKLAHOMA JUNIPER MX

Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry \$8 Sptsman, \$15 Ex, \$4 gate. Info 918/426-4533 (McAlester Kawasaki).

CALIFORNIA DEANZA MX

DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsman troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry \$6 gate + \$9 Sptsman, \$13 Pro; non-memb. add \$2. Info 714/653-8068, 5840, 7979.

AMA D-37 SUNRISE MX

Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. District 37 points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

TEXAS MOTOCROSS

Swan MX Rcw, Tyler, TX. Exit 1-20 at 69 S. Go 2 mi. to CR 471, turn rgt. go two miles, left 1/2 mi. All classes. Trophs through 5th, 100% purse with 15 riders. Less than 15, 100% pb. Gate open all night. Prac 8:30 a.m., race 10. Entry \$10, \$20 Ex. Swan MX. Info 214/882-4215 (Bill Law).

October 15

AMA/D-36 CALIFORNIA SHORT TRACK

Monterey Fairgrounds, Monterey, CA. 16 mi. Short track (cushion). Motorcycle and three wheelers. Gate 6 pm, prac 6:30, race 8. Nov., Jr., and 3-whlrs, \$10. Exp, \$15, pb, \$11. Info 408/394-8225.

October 15-16

WERA/GPRA OKLAHOMA ROADRACE

Hallett, OK. About 40 mi. west of Tulsa I-40 at the Hallett exit. Directions for the track avail. from toll booth attendant. Trophs and contingencies. Sat-prac and heats, Sun-prac & finals. Info 918/743-8825.

October 16

AMA WASHINGTON MOTOCROSS

Washougal, WA. Follow signs from Washougal to MX Park. All classes. 33% trophs per class, 100% Pro pb. Gate 7 a.m., prac 8:30, race 10. Entry \$10, \$15 Pro, \$4 watch. Info 503/620-5301 or 472-2475.

TEXAS MOSIER MX

Mosier Valley MX Park, Ft. Worth, TX. All classes. \$804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry \$11 Sptsman, \$16 Ex. Gate \$5. Info 214/357-4196.

TEXAS CONROE MX

Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry \$8 Sptsman, \$15 Ex. Gate \$4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX

Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry \$10 Sptsman, \$15 Pro. Info 714/557-3323.

CRC CALIFORNIA MX

Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 124, right to county fire station, left on rd past fire station. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Entry \$10 Sptsman, \$15 Pro; memb. req'd. Info 213/830-7519.

CMC CALIFORNIA MX

Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

TEXAS ARROYO MX

Arroyo MX Park, Harlingen, TX. All classes + Enduro. Troph. to 3rd, 200% Ex p.b. Gate 8:30 a.m., prac. 10:30, race 11:30. Entry \$8 Sptsman, \$12 Ex. Harlingen MX Association. Info 512/428-3895.

OKLAHOMA CITY MX

Oklahoma City, OK. Intersection of I-35 & I-40; east-bound I-40 exit east-ern, west-bound I-40 exit Reno. All classes. 6 troph./class, 150% Ex p.b. Gate 8 a.m., prac. 10, race noon. Entry \$6 Sptsman, \$10 Ex, \$4 gate. Info 405/732-0212 (Howard).

CMC CALIFORNIA MINI MX

Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Maplevue, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry \$10, yearly memb. \$15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

TEXAS BURLESON MX

South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, \$1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate \$5, under-10 & over-60 free. Entry \$10 Sptsman, \$20 Ex. Info 817/295-8908, 295-1760.

ARIZONA DEER VALLEY MX

Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry \$10 Sptsman, \$15 Pro. Watch \$4 adult, \$2 under-12. Phoenix Super-cross Raceways, Inc. Info 602/867-4769 (John).

OKLAHOMA TULSA MX

Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry \$8 Sptsman, \$12 Ex, \$4 gate. Tulsa Area Motorsports, Inc. Info 918/266-6136 (Rick).

AMA MARYSVILLE MX

Marysville, CA. E Street track. Take Hwy 70 N. North Beale Rd. (S. City Limit), then go over levee on Shad Rd. (One block west of Honda of Marysville. Blue Plate Pts. awarded. High pts. wins a new M/C from Honda of Marysville. Other prizes for second and third. AMA/D-36 cards ava. at track. Silencers req'd. Gate 6:30 a.m., sign-up 7, prac 7:30, race 9. Sptsman \$15, Pros and Exp add \$5. Spec. \$4. Child 6-12 \$1, under 6 free. Info 916/695-2727.

CALIFORNIA DEANZA MX

DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsman troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry \$6 gate + \$9 Sptsman, \$13 Pro; non-memb. add \$2. Info 714/653-8068, 5840, 7979.

October 21

AME CALIFORNIA MX

Indian Dunes Cycle Park, Valencia, CA. All classes. Contingencies, drawings, 40% trophies. Gates open 5 pm, prac 7, race 8. Pro entry \$17, Am, \$12. Mem req. \$20. Series pts. Final race of Budweiser Summer Series. Info 213/881-5778.

October 22

AMA/D-36 CALIFORNIA SHORT TRACK

Monterey Fairgrounds, Monterey, CA. 16 mi. Short track (cushion). Motorcycle and three wheelers. Gate 6 pm, prac 6:30, race 8. Nov., Jr., and 3-whlrs, \$10. Exp, \$15, pb, \$11. Info 408/394-8225.

October 22-23

CALIFORNIA MOTOCROSS-ENDURO

Barstow, CA. Sidewinder Rd. off I-15. All classes incl. ATC, Qdy and 4 stroke. 25% trophs. MX Sat. 2 pm, Enduro Sun, 8 am. Moto. \$5 per class, enduro \$12, non-mem. \$15. Post add \$3. Race to benefit the Special Olym-

pics. Desert Buick Racing Assoc. Info 213/371-2910 or 213/675-6155.

October 23

CALIFORNIA ENDURO

Fouts Springs, CA. 9 mi. West of Stonyford. All classes. Starting times determined by drawing September 27. Entry \$15 per rider, \$20 post, \$6 per three-man team. Info 415/439-7775 (entries) or 415/533-2916 (course).

TEXAS MOTOCROSS

Denison TX, between Denison and Sherman behind Jack Barnett Honda. All classes incl. ATV. Gate 8 am, prac 9, race 12. Entry \$7, admission \$3. Info 714/463-1614 (Bill Jennings).

WASHINGTON MOTOCROSS

Tampico, WA. Southfork Foothills MX Park. 71 mi. West of Yakima WA. On lower Autanum Rd. Left at Tampico store. Trailhead Promotions. 3rd race of Sun Challenge Series. All classes. 100% pb per race for Pros plus \$2000 overall series. Sportsmen 33% trophs. Must run 6 of 9 races to qualify. Gates 8 am, prac. 9, race 10:30. Entry \$10, \$20 Exp. Info 509/248-1472 or 248-9113.

CRC CALIFORNIA GP

Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 50% cash p.b. to Vet Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Entry \$12 Sptsman, \$15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

OKLAHOMA MX

Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CMC CALIFORNIA MX

Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry \$10 Sptsman, \$15 Pro (\$10 to p.b.). Info 714/557-3323.

OKLAHOMA JUNIPER MX

Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry \$8 Sptsman, \$15 Ex, \$4 gate. Info 918/426-4533 (McAlester Kawasaki).

CALIFORNIA SUNRISE MX

Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

CALIFORNIA DEANZA MX

DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsman troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry \$6 gate + \$9 Sptsman, \$13 Pro; non-memb. add \$2. Info 714/653-8068, 5840, 7979.

TEXAS AUSTIN MX

Austin Motorsports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1/2 & watch for signs. All classes. 50% troph. through 5th, 200% Ex p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate \$5 adult, under-8 free. Entry \$10 Sptsman, \$15 Ex. Info 512/443-7627, 327-5254 (Rocky).

TEXAS LAKE WHITNEY MX

Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 of Hwy 22, west of Whitney. All classes. Troph. through 8th, \$1,170 guaranteed purse. Split sched: Nov 9 a.m., Int/Ex approx. 1:30 p.m. Camping \$2/vehicle, gate \$4. Entry \$8 Am, \$10 Ex. Info 713/482-7593, 817/694-2901.

AME CALIFORNIA MX

Indian Dunes Cycle Park, I-5 to Hwy 126, Valencia, CA. All classes. Pro p.b. & 30% Sptsman troph. Gate 7 a.m., prac. 8, race 9. Entry \$12 Sptsman, \$17 Pro (\$15 to p.b.); AME memb. req'd, avail at track (\$20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

TEXAS SWAN MX

Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to 5th, \$1005 Ex. purse (15 rider min./class), 100% Pro p.b. if less than 15. Concessions. Camping & elec. hookups. Gate 5 a.m., Split program: Nov prac. 8, race 9:30; Int & Ex prac. approx. 1:00 p.m., race 1:30. Entry \$5 gate (under-6 and over-60 free), \$10 Sptsman, \$20 Ex. Info 214/882-4215 (Bill).

October 29-30



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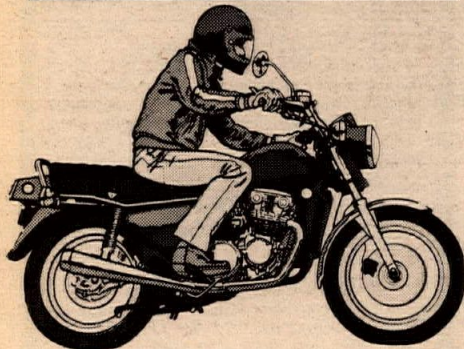
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AMA GOLDEN STATE CHAMPIONSHIP ENDURO

Red Mountain, CA. Marked from Hwy 395 and Trona Rd. All classes. D-37 cards reqd. D-37 rules. Key time 7 am. Entry fee, 2 loops \$32 both days, 1 loop \$26. 3 men teams add \$1. Entry for Sunday \$17. Post entries add \$5. Mail entries to California Enduro Association, 1316 South Siesta Ave., West Covina, CA 91790. Info 213/448-8351 or 287-8157.

WERA/CRR TEXAS ROADRACE

College Station, TX. Approx 4 mi. east of College Station TX on Hwy 6. All classes. Trophies and contingencies. Sat-prac and 4 hr end., Sun-prac. reg. sprints. Info 713/499-2323.

D-37 CALIFORNIA ENDURO

Red Mountain, CA. marked from Hwy 395 & Trona Rd. All classes. D-37 cards req (ava at pits). Two 50 mi loops each day, 200 mi. tl. Entry fee 2 loops \$32 both days, 1 loop, \$26. 3 man teams add \$1 per rider and mail together. No Sun only teams. Sun \$17. Post entries all riders add \$5. Info 213/448-8351, 287-8157.

ROAD RUNS

September 2-5

CALIFORNIA ROAD RUN

Pig Farm, 15141 W. Sierra Hwy, Canyon Country, CA. All riders welcome. Run Pins, trophies, 50/50 raffle, contingencies. No alcohol, drugs or firearms. Sign-in opens Friday, Sept. 2 at 5 pm. Entry \$20 5th Chapter M/C patch holder, \$25 all others, 4 or more wheels, \$25 patch holder, \$30 all others. \$5 each for passenger. Fifth Chapter M/C. Info 805/251-5500.

September 10

IDAHO POKER RUN

Mtn. Home KOA Campground, Air Force Apprec. Wknd. All road bikers welcome. Awards presentations following ride. Idaho M/C Club. Info Hon/Yam of Mtn. Home 587-3319.

September 17-18

AMA ROAD TOUR AND POKER RUN

Accessories Unlimited, 26057 Bouquet Canyon Rd., Saugus, CA 91350. Trophies to high and low poker hands, finisher pins. Sign-up Sat. 6:30 am to 9:30. Entry \$9 mail, \$10 post. D-37 members deduct \$1.00. California Enduro Assoc. Info 213/287-8157 or 448-8351.

September 18

CALIFORNIA SCAVENGER HUNT

Hon/Kaw of Lemon Grove, Lemon Grove, CA. Pins and plaque. Benefit run for San Diego Heart Assoc. TV's P.M. Mag. plans to film the event. Sign-in 8-10 am. Entry \$5, passenger \$3. Info 619/442-5395 (Rick Moore).

CALIFORNIA ROAD RUN

Depart from Southland Cycles, 8141 Garden Grove Blvd., Garden Grove, CA. 225 mi. to Lake Hughes/Bouquet Canyon. Bring money for food and gas. Info 714/893-5091 (days) or 714/750-7467 (eve).

September 25

POKER RUN

Start at Mid-Cities Honda/Kawasaki, 15725 Lakewood Blvd., Paramount, CA. Take Lakewood Blvd. off ramp N. from 91 Frwy. to Alondra. Metal ride pins, cash prizes, trophies for poker hands, youngest and oldest sign-in and other prizes. Rain date is October 2. Sign-in 8 am to 10 am. Entry \$5 per person. Long Beach Elks 888. Info 213/531-1225.

*October 1-2

ANTIQUE SHOW/POKER RUN

La Mirada, CA. Free participation pins for all mail-in show entries. Judging, trophies. Show, Judging, Swapmeet 8 am Sat. Banquet 8 pm Sat. Poker Run/Breakfast 9 am, Sun. Entry \$10, \$15 post. AMC mem. \$12, \$17 post Non-mem. Info 213/944-2466 (Bill Hoecker).

October 9

CALIFORNIA POKER RUN

Elks Lodge, 201 E Church St., Ridgecrest, CA. East off Hwy 14 & 395. Elks Lodge #1913 Benefit for Crippled Children. Prizes for best poker hand, oldest and youngest riders, furthest distance traveled, largest club. Ride 175 mi. to Lake Isabella, return to lodge. Sign-up 7-9 am, start 9. \$5 (no limit on entries). Info 619/375-8551 (Bob Preul).

CALIFORNIA POKER RUN

Templeton, CA. 15 mi. N. of San Luis Obispo. Vineyard Dr Exit off 101. Trophies, BBQ. Registration 9 am - 11:30. Entry \$11, include BBQ. CCMA. Info 805/543-1440 (Peter Hughes).

October 23

D-37/ROAD RIDER POKER RUN

Start at Cycle Parts West, 13682 Beach Blvd, Westminster, CA. Off 22 Frwy. Prizes for high and low poker hands. Entry \$6, \$5 passenger, \$3 child under 16. Mail in registration, Joyce Brown, 14192 Quent Dr., Tustin, CA 92680. Info 714/992-2345.

December 11

GUMBALL 200 ROAD RUN

Accessories Unlimited, 26057 Bouquet Canyon Rd., Saugus, CA. Pins, coffee and donuts. 7 am - 9 am. Entry \$5. Info 805/255-6522 (Boyce or Phyllis Williams).

CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print all information asked for and mail the blank or a facsimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

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Exper. Pro Service Manager

4 years Honda dealership experience necessary. Competitive salary plus benefits. Orange County, Calif. (714) 554-0762; Dan. (236/NW)

Mechanic Wanted

Full time, benefits, commission, advance to Service Manager. Must have own tools, good references. South Bay area (213) 676-2264. (236)

Mechanic Wanted

Honda or Yamaha shop experience necessary. IMMEDIATE OPENING. Located in "Smog FREE" Central California, 2 hours north of Los Angeles. (805) 928-2656. (235/36)

Experienced Sales Person

TORRANCE HONDA MOTORCYCLES (213) 371-7533. (236-37)

Honda Personnel

Honda Service Manager, Honda mechanic 2 years experience. Honda motorcycle sales person, Auto or Motorcycle experience. Beautiful Palm Springs, CA area. Send resume to: HONDA OF INDIO, 80-126 Hwy 111, Indio, CA 92201. (619) 342-4484. (136-37/NW)

Pro Kaw M/C & Jet Ski Mech.

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Long Beach Honda Motorcycles Is Where It's Happening

We need one salesperson that's got it all together. Must have motorcycle sales experience. All company benefits, super pay plan to the right person. Call Carl Diamond, (213) 423-1433. (233-36)

Sales Reps Wanted

Aggressive M/C distributing company wants hard working sales reps. You must now be selling to M/C shops and want to add to your line. (800) 854-1060 or (619) 747-1058. (205/TFN)

M/C Warehouse Mgr/Assem.

Experienced person to handle warehousing, pick-up and assembling of motorcycles for TOP San Fernando Valley dealer. Experienced only need apply, good salary, benefits, excellent working conditions. Contact: Bill McLean, KOLBE HONDA, 7514 Reseda Blvd., Reseda, CA 91335. (213) 345-7616 after Sept. 12th. (235/TFN)

Inside Sales Representative

SAND SCORCHER ATV products, a leading mail order company, is seeking an inside Sales Representative for our Saugus office. Knowledge of ATV's and Odyssey accessories & parts required. Duties will include, but are not limited to, extensive telephone communication, clerical functions, customer service and dealer contacts. Salary and incentive dependent on qualifications. Call for appointment. (805) 254-2122, Ed or Duain. (235/NW/TFN)

Exp. Yamaha Parts Man

TED EVANS YAMAHA, Los Angeles, Ca. (213) 306-7906. (235-36)

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With tools. We work on HONDA'S, YAMAHA'S, KAWASAKI'S, SUZUKI'S — ETC., ETC. Excellent opportunity. Call Harry at THE OUTRIDER, 10545 Pico Blvd., Los Angeles, CA. (213) 879-3350. (234-37)

Honda Mechanic Wanted

Minimum 2 years shop experience, benefits and good working conditions. San Fernando Valley (213) 348-7865. (235/36)

LOOKING FOR QUALIFIED SALES PERSON. Bonuses plus commission. Call Bob Emde (619) 578-4151. (236-37)

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WHITE BROTHERS is offering good salary, benefits and excellent working conditions for the position of Inventory Controller. Emphasis on inventory control, stocking, purchasing and phone selling. 2 years parts experience required. Call Tom at WHITE BROS. (714) 895-1991. (236)

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Franchise Suzuki dealership will pay top commissions. Near Marina Del Ray. MARINA SUZUKI (213) 306-8595 ask for Barry. (236-37/NSW)

Wanted: Parts Counterperson

Honda experienced/good pay plan/benefits. BUT you must want to work to qualify! Contact Marv (714) 957-1966. (236)

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We're expanding and need additional full time, experienced people. Will negotiate moving expenses. BURBANK KAWASAKI, 1329 Hollywood Way, Burbank, CA 91505. (213) 848-6630, Leon. (136X)

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Long established Yamaha dealership in South Bay area. Experienced preferred, will train. T & O YAMAHA, Lomita, CA (213) 534-2311. (235/TFN)

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FOR SALE: Franchised DLrshp

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Looking for all types Cycle Shop service equipment, parts, Sales, furniture, fixtures, display materials, etc. (714) 859-6907. (134-35-37/NW)

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Teraflex sprockets, 4 gallon tank, new top end, ridden 8 times, desert only. Metzeler, blue seat, new condition, MUST SEE! \$1150. (213) 431-0750. (336-37)

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1983 125K, \$950. 1983 80K, \$500. 1982 80J, \$400. 1980 50G, \$225. All expertly maintained. (619) 663-3885. (136-37)

'83 Honda 250CR * \$1500

Two months old, ask for Andy. (213) 337-6811. (436)

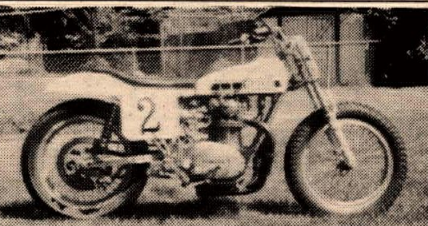
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TZ 250 Engine (no barrels) \$900. TZ 250 "E" mono-shock Frame, swingarm, OW style tank, \$500. TZ 500 ignition, \$175. Call anytime (213) 531-8029. (136)

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Shell Yamaha 750

Six races on fresh engine. Ceriani, S&W, CDI ignition, half mile and TT pipes and other extras. Full factory tools. Fast and reliable. Will deliver within 450 miles, Denver, Colo. \$1,200. (303) 733-4916 or (303) 733-1161. (336/NE)

'82 YZ-125 & '83 CR-250

Broken foot, MUST SELL FAST!! YZ-125, Y.T.C. mods, \$800/OBO. CR-250, Wheelsmith pipe, HP shock mods, Simons link, ATK fork kit, ported, new clutch/top end/sprockets. \$1700/OBO. Both excellent condition. James (714) 962-2766 (335-36)

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1982 Katana 550 Suzuki

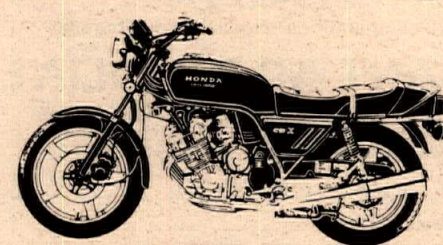
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A real collector's favorite! HURRY! \$2839. See them at LONG BEACH HONDA, 5115 Atlantic, Long Beach, CA 90805. (213) 423-1433. (227-38)

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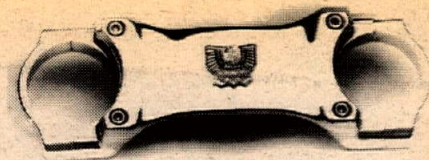
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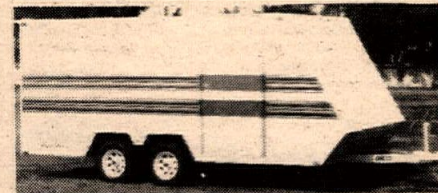
Aljo Brakes, 1248 East Main, Norristown, PA 19401. (215) 277-5181. (135-37/NEX)

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Not available in the United States. Call after 6 p.m. (201) 694-5031. (335-36/NEX)

'82 CR 480-R Honda \$950

New top end, many extras, maintained by veteran rider. (805) 758-5837. (333-36)



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Cycle, Jet-Ski, ATC Buggy, auto, NEW! Enclosed 12 to 28 foot trailers, finest quality and design. Huge trailer and off road center. OPEN 7 DAYS, Anaheim (714) 956-2950. El Cajon (619) 449-8282. (202/TFN)

'80 SWM 320 * \$1000/Firm

New tank, fenders, side panels, Fox Shoxs. (619) 744-5379. (333-36)

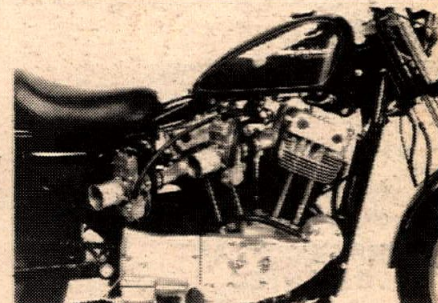
1983 KTM 125 Liquid Cooled

Brand new, never ridden. "SUPER SAVINGS." Call for details. MOTORCYCLE COUNTRY, 458 E. Rowland, Covina, CA 91722. (213) 915-2144. (235-36)

SAVE \$1,000: 1983 Husky CR500 motocrosser, never been ridden, won in contest. Manufacturer's suggested retail price, \$2,900. \$1,900 firm. (218) 743-3790. (135-36/NSE)

★★Attn: Honda Car Owners★★

JACKSON RACING has all the specialty products for your Honda car. Wheels, tires, fender kits, high performance packages, stroker kits, etc. We have it all! We also have complete tune-up, paint and bodywork facilities. Write or call for our catalog. JACKSON RACING, 15601 Producer Lane, Huntington Beach, CA. (714) 891-1113. (220/EOL/TFN)



Smooth-Bore Carbs

Kits for XR750-1000. STORZ PERFORMANCE, 1362 Tower Square, Ventura, CA 93003. (805) 654-8816. (233-36/NW)

An Industry First From Magnum

MAGNA-SOUND™ Stereo system integrates our best AM/FM cassette, Hitachi speakers and flexible rubber antenna, in a sturdy ABS housing. Easy-mount brackets, 90 day warranty. ALL for ONLY: \$119.95/COD. ASD SPECIALTIES (213) 242-8598. 1319 E. California, Glendale, CA 91206. (334-36/NSWX)

'83 250XC Husqvarna

Excellent condition, low hours, \$1700. '82 250-CR Husky, new engine complete w/many spare parts, \$1100. '82 Suzuki RM125, excellent condition, very fast, \$1000. MUST SELL ALL! Give me a call! (805) 763-3892. (135-36)

1982 YZ 250J * \$850

Excellent condition, DG Pipe, Boyesen Reeds, new clutch, ported, polished, swingarm. MUST SELL! (714) 527-1774. (135/37)

'82 430 Husky

Pro-Circuit porting, competition new top end, new clutch, excellent condition. \$1050/OBO (213) 404-3461. (435-36)

'83 CR 480-R Honda \$1600

Firm. Ridden four times, MUST SELL! Mark (213) 404-3461, after 4 p.m. (435/36)

New '83 CR-125

Many trick parts! \$1200 Chris (714) 761-8619. (135/36)

'83 Honda CR-480 R *NEW*

3 rides, \$1600. (213) 332-5708. (135-36)

Speedway Bike — Jawa 2-Valve
Strong motor, including extras. \$500/OBO. (714) 821-4590, mornings. (335-36)

'82 Suzuki RM 250

New barrel, new pipe, extra barrel and pipes. \$900. Shawn (213) 370-2785 (335-36)

1981 YAMAHA YZ-125 motorcycle. Excellent condition! Never raced. \$725. (213) 962-0336 (135-38)

1979 Yamaha Daytona Special

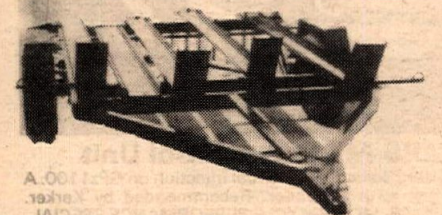
RD-400F, complete engine rebuild, plus balanced steel crank, welded needle bearings. New clutch plus MUCH MORE! Original white paint, must sell, \$1495/Offer-trade? (714) 556-0452 (335-36)

KTM*Sale*KTM DH Cycles KTM

NEW LOW PRICES — So low Cycle News refuses to print!! '83 KTM 495MX or XC; '83 504-GS; '83 420-XC. Taking deposits on 1984 KTM 250MX or XC. ARRIVING SOON: DH CYCLES, Modesto, CA. (209) 524-1432. (236-37)

84 KTM Models Coming Soon

TO: PERFORMANCE CYCLE WORKS. Deposits now being accepted for the 250MX and the NEW Liquid cooled 250MX. First come, first serve! 7948 E. Firestone Blvd., Downey, CA 90241. (213) 861-9957. (236-38)



★ Motorcycle Trailers ★

Two to five rail custom built motorcycle trailers. Dealer inquiries invited. (213) 861-7721 or 537-1380. (213/TFN)

Perfect playbike*80 Honda 500

XR-500 bought new June '83. 641 miles, never raced, LIKE NEW! S&W shocks. \$995. (213) 353-3226. (335-36)



California Superbike School

Course fee includes leathers, helmet, boots, gloves and SuperTrapp equipped GPz Kawasaki. Riding seminar by Keith Code and 40 miles on the track. Remaining 1983 Schools: Willow Springs — Oct. 1st. Riverside — Oct. 21st/Nov. 12th/Dec. 17th. Laguna Seca — Oct. 3rd/Nov. 18th. Advanced School* with Wes Cooley. P.O. Box 3743, Manhattan Beach, CA 90266 (213) 484-9323. ADVANCED RESERVATIONS REQUIRED. (235/NW/TFN)

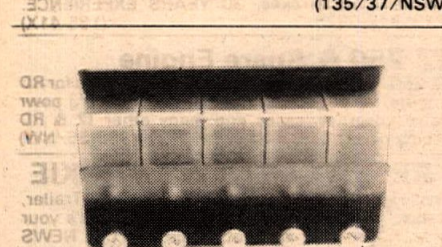


Russ Darnell Motocross School

Dixon, Calif.; Oct. 8th & 9th. Entry fee: \$80.00. (714) 980-3212. (236-39)

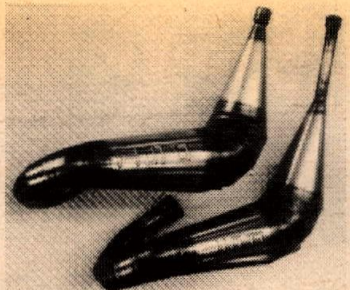
Rhys Howard's TZ-250

Bike was Filice's in '81. Merkel's in '82. Completely rebuilt for '83 season. New frame, shock, mags, Niksil cylinder, cones, with spares, \$6200. Also have spare engine, brakes, mags and many TZ-250 parts. David Harold (206) 774-9755. (135/37/NSW)



CRF RM250/500 Reed Kit

A simple bolt on 10 petal CRF Reed assembly, will give your RM that lost bottom end — midrange holeshot advantage. 2 HP increase over stock reeds and satisfaction guaranteed. Also available for YZ-250K, KX-250, Tecate 250, Huskys, CR-250R's. CROTCH ROCKET FACTORY (805) 683-1426. (234-36/NSW)

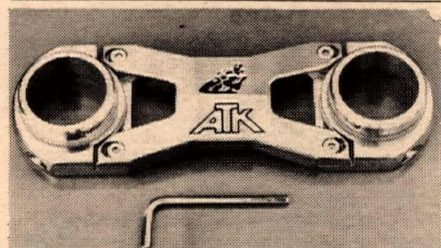


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The best fork brace on today's market! Available for most street bikes. Price \$69.95 Visa/MasterCard or C.O.D. Dealer inquiries invited. A.T.K. LEITNER CORP., 2650-C Walnut Ave., Tustin, Calif. 92680. For ordering inside Calif., Call collect or direct: (714) 731-5114. (227/NW/TFN)

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Parts & accessories. JB CYCLERY, 17468 Road #25, Madera, Calif. (209) 674-4788. (204/TFN)

QUALITY — VALUE — PRICE



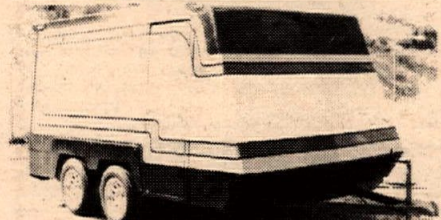
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Call JAPANESE PARTS DISTRIBUTORS — (800) 344-7466. DEALER INQUIRIES INVITED, CALL: Savon Products, (713) 956-2966. (227/NW/TFN)

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SALES-SERVICE-PARTS-MAIL ORDER SERVICE! Ohlins shocks dealers. BRIGHTON KTM, 327 Walnut, Brighton, CO 80601. (303) 659-5419. (209/TFN)

1983 WR-175 HUSKY with ITC Ohlins. Bike has 440 miles, \$1600. 1982 VISION, Dual discs, Works Performance shocks, Megacycle cams, under 2,000 miles, MUST SELL. \$2500/OBO. WANTED: Ducati 750-900, spring or Desmo, any condition, must be reasonable. (916) 743-2041. (136)



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MUST SELL, good condition \$1200. (714) 825-6579. (136)

750cc SUZUKI 2 cycle triple. Very nice, trade for dirt bike or sell \$750. (714) 551-9442. (136)

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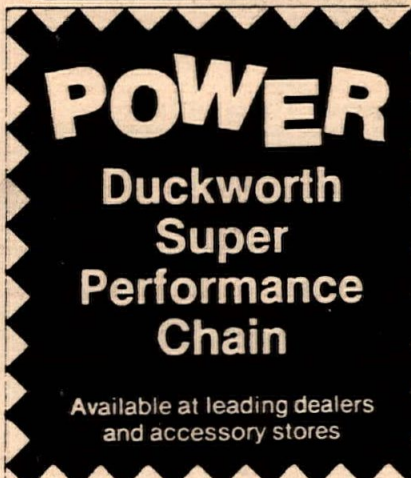
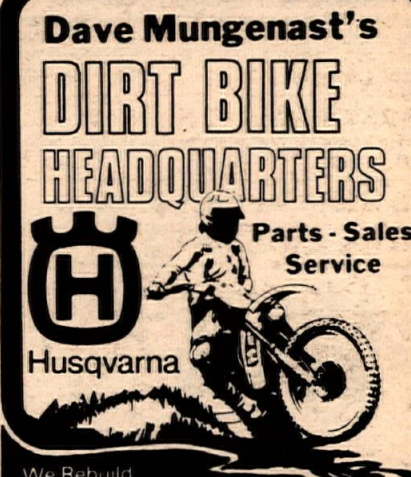
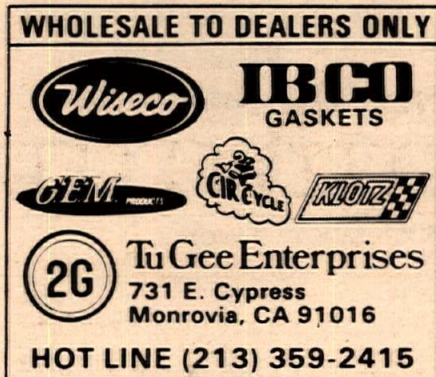
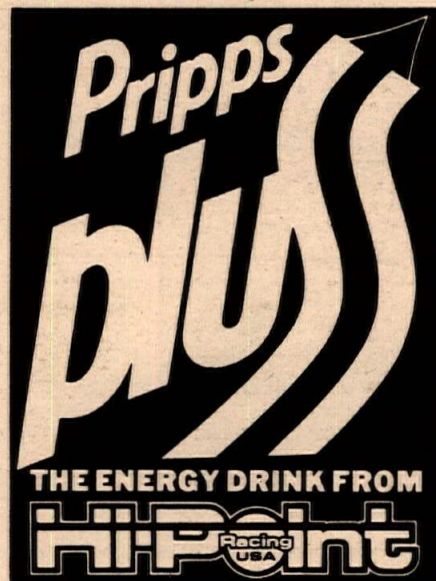
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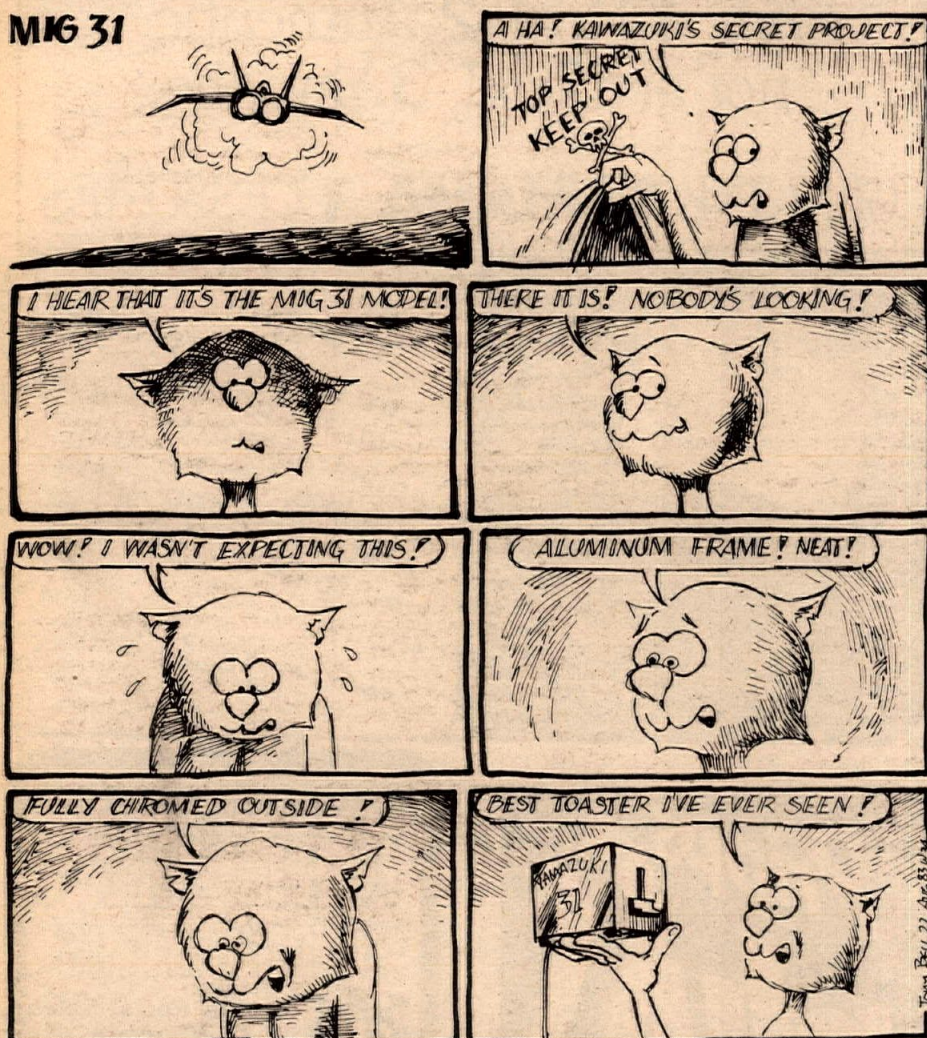
"I, patch...
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today!"

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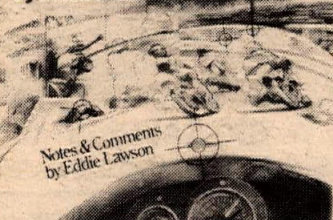


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MIG 31



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THE MOTORCYCLE ROAD RACERS HANDBOOK. Crammed full of the successful techniques Keith Code uses to train riders like WAYNE RAINEY and STEVE WISE. Even Eddie Lawson agrees: "The things Keith goes over in his book are things I do all the time..." ACROBAT BOOKS, P.O. Box 480820, Dept. DC-2, Los Angeles, CA 90048. (213) 484-9323. Cal residents, \$16.95 (tax included). Other states, \$15.95 (includes shipping and handling). Visa & M/C. Include signature, card # and expiration date. (222/NW/EOI/TFN)

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Highly-modified top pro bike, many spares. Immaculate condition, looks like new. Will sell with or without spares. Call Rob (617) 256-9020. (136/NSE)

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Everything goes, two sets new cases, extra cranks, heads, etc. \$3,000. Call Gary, 513-322-5851. (136/NSE)

Kawasaki Triple Crankshafts

H2's rebuilt, \$175 exchange; H1's and all others, \$150 exchange. Call 205/794-2802 after 4 pm CST or write: Damon Kirkland, 909 Post Oak Dr., Dothan, AL 36301. (336/38/NSEX)



TT-500, STREET LICENSED, 43mm forks, 8 gauge spokes, Sun rims, all the finest, low miles. Call for details. \$850. (714) 877-1067. (136)



'82 & '83 GPZ 550 Seat Kits

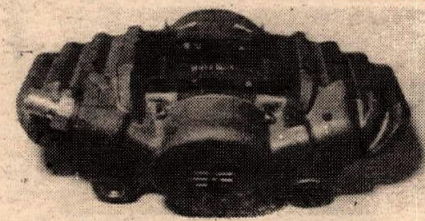
provide the perfect feel and appearance for high performance. Super quality foam and seat cover, installs easily on stock pan in minutes. Colors are black with textured panel and brilliant red stripes. \$45/COD plus shipping. Contact: MOTOPLEX (213) 438-4107, 21-58th Place, Long Beach, CA 90803. (336-37X)

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1969 BSA A75R, immaculate frame-up restoration by Countryside Cycle, Tallahassee, FL. \$2,900. 904/575-6359. (136/NSE)

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20,000 original miles, excellent condition. \$995. (714) 897-3114. (534-37)



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Lockheed Caliper and bracket: \$118.00. BEST brake components money can buy. Also available for other motorcycles. BROOKS CYCLE SPORTS, 4646 Carpinteria Ave., Carpinteria, CA 93013. (805) 684-1271. (233/36/NW)

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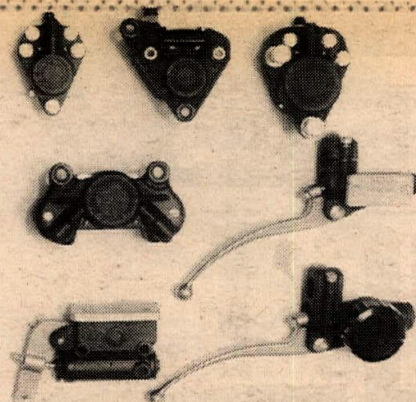
STORED: KAWASAKI TRIPLE CAFE. Mags, discs, chambers, fiberglass body, \$200/OBO. (213) 436-4727. (136)

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One set 36mm flat slide carbs, fits KZ1000-GS1000. Brand new, \$400. (215) 388-7477. (336-37/NSE)

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Two (2) 250cc V-Twin LS18's, original tool kit, manuals, and Lilac Club newsletter. \$1,200. (504) 368-3077. (336/NE)



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Complete line in stock! STORZ PERFORMANCE, 1362 Tower Square, Ventura, CA 93003. (805) 654-8816. (222/NW/TFN)

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Yamaha YZ-250 F 1979

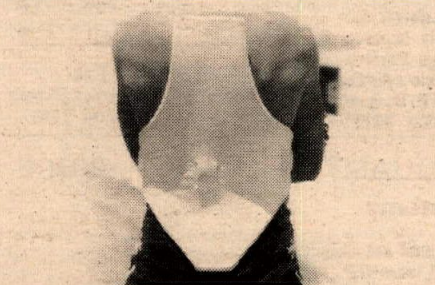
Low play ridden miles only. Never raced, new tires, excellent condition. South Bay area, \$675/OBO. (213) 374-0956. (336-37)

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900cc, new Dunlops, Lester mags, dual disc, steel braided brake lines, Halogen light, custom stepped seat, just tuned. \$1300/OBO. (714) 891-5286. (336)

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Honda 250-R DG desert racer, very fast, set of paddle tires. Maico 490 Mega II, showroom condition, used very little. (213) 430-2470 evenings. (136-37)



\$18.00 To Save Your ???

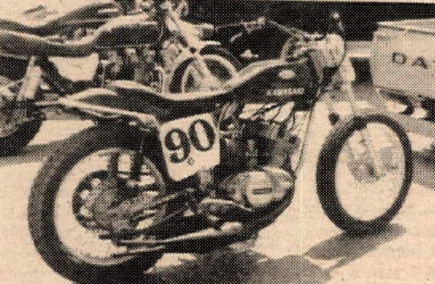
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490cc, A-Trak suspension, White Bros. shock, Terry forks, DG ported, Klemm head, Krause pipe, Tsubaki HD chain, Metzeler, Teraflex tires, many extras. \$995. ALSO: 1981 Suzuki RM-80, excellent condition, \$400. (714) 891-5286. (336)

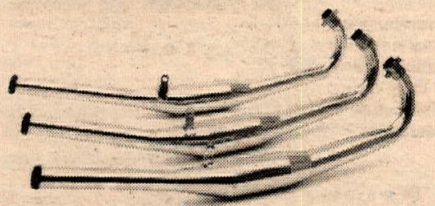


CHAMPION FRAMED H-2, 105 H.P., 260 lbs., A missile, complete except glass, spare Kanemoto H-2R dry clutch motor, can arrange shipping. \$1800/OBO. (505) 884-5797, (505) 821-5395, ask for Bruce. (336-37/NW)

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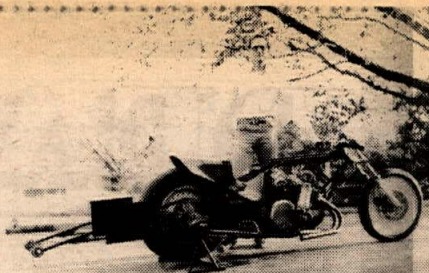
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Chrome-\$249.95 unp-\$199.95

Clutch Kits, \$39.95. All years, all models. See your dealer or call direct, HOT BIKE ENGINEERING. (415) 656-8275 or (415) 657-3864. We ship UPS/COD. (136/NWX)



Kawasaki Drag Bike

Kausman frame, Magnuson blower, Hillborne injection, \$12,000 invested, wife says "MUST SELL!" Asking \$6,000 (includes spare parts, fuel). (402) 572-9073. (136/NW)

Jawa Speedway

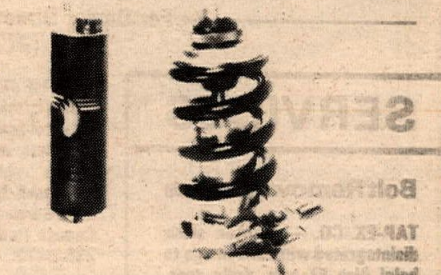
2 Valve's from \$500 & up. (213) 917-6171. (336-37X)

Jawa — CZ

ALL PARTS AVAILABLE! (213) 917-6171. (336-43X)

1978 Yamaha TT-500

Swingarm, ignition, 2 sets shocks, Terry kit, ported head, Metzeler, White Bros. triple clamps, pipe and carb. New condition, \$800/OBO. (714) 739-2475 evenings. (336)



Interceptor Factory Shock

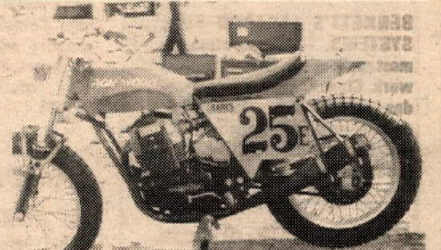
More AMA Road Race Nationals are won on Fox Factory Shox than all others combined! Honda Interceptor VF-750, GPz-1100, \$425 (includes spring). GS-750, \$375. GPz-550, \$330. MOTO-X FOX, 520 McGlinchey, Campbell, CA 95008. (418) 371-1221. (236-41/NW)

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STOCK: low hours, \$1000. MODIFIED: has \$450 worth of porting and MORE. \$1300. Both run excellent. (714) 982-0468. (336-37)

V-45 Interceptor or V-65 Magna

YOUR CHOICE: \$3650. Both bikes w/ approx. 5,000 miles. Well treated, used for commuting. Excellent mechanically. Chip (213) 542-0350 after 4 p.m. (336-37)



83 Boss framed wood Rotax500

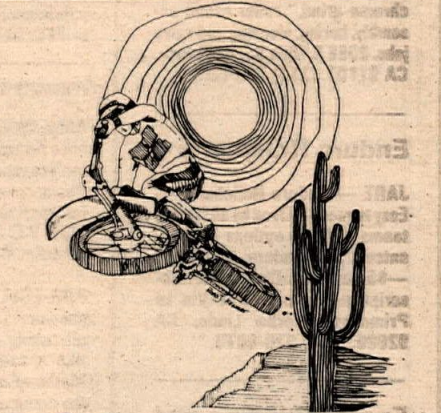
Marzocchi, Works, Kennedy, Dellorto, Kosman billet crown, Grimeca, THE BEST OF EVERYTHING! VERY fast and very dependable, extra clean! \$4500/OBO. Call Eddie at Ron Woods Racing Products, will ship anywhere. (714) 645-0393. (136/NW)

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